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THE RAILROAD RECORD

AND

Journal of Commerce, Banking, Manufactures and Statistics.

Vol. 15. No. 1.

CINCINNATI, THURSDAY, FEBRUARY 28, 1867.

WHOLE No. 729.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Geo. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marletta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut.

Ohio & Mississippi.

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 22 West Fourth St.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House.

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot.
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton, and Dayton & Michigan.

Amuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot.
H. P. Clough, Contracting Agent, No. 80 Fourth St.

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T. C. Spooner, General Freight Agent, 68 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati.

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T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

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N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

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A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent No. 4 Merchants' Exchange.

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J. W. Burch, General Eastern Agent, No. 2 Burnett House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

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Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

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New York Central.

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Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

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Depot in Covington.

CAST STEEL WORKS

FRIED. KRUPP,

ESSEN, RHENISH-PRUSSIA,

American Office, 15 Gold, Cor. Platt Street, New York.

CAST-STEEL RAILS,

Patent Cast Steel Railway Tires,

WHEELS, AXLES, SPRINGS, CRANK PINS, &c.

BOILER PLATES,

ROLLER, DIE AND TOOL STEEL.

THOMAS PROSSER & SON,

Sole Representatives in America.

LAP-WELDED IRON BOILER TUBES,

Drills, Rimer-Countersinks, Expanders, &c.

STEEL WIRE AND WHALEBONE TUBE BRUSHES,

SPRING STEEL SCRAPERS,

Ferrules for Repairing Leaky Tubes,

ARTESIAN, OIL & SALT WELL TUBING,

THOMAS PROSSER & SON,

No. 28 Platt Street,

NEW YORK.

Railroad Iron.

The undersigned agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates, Steel Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI.

PERKINS & LIVINGSTON,

54 Exchange Place, New York.

HOLENSHADE, MORRIS & CO.

MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

JOHN HOLLAND.

(Successor to Geo. W. Sheppard.)

MANUFACTURER OF GOLD PENS, GOLD AND Silver Pen and Pencil Cases,

No. 6 West Fourth St.

Up Stairs,

CINCINNATI, O.

WRIGHTSON & CO.,

Railroad Printers,

167 Walnut Street,

CINCINNATI O.

HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing.

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards,

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

Way Bills,

Blank Books,

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Set out in first-class style, and at as low rates as any establishment in the country.

APPLETON BROTHERS,

Successors to W. M. KOHL,

WHOLESALE AND RETAIL DEALERS IN

Paintings,

Engravings, and
Photographs,

OVAL AND SQUARE FRAMES,

BEVEL MATS, MOULDINGS,

PASSE-PARTOUTS,

CARVED, RUSTIC, AND

OXFORD FRAMES.

To Railroad and Insurance Companies, &c.

Our "STRETCHER" framing of Advertising Cards, is guaranteed to give satisfaction, both in style and price, in regard to which we would respectfully refer to

E. F. FULLER, General Ticket Agent, A. & G. W. R. F.

F. B. LORD, " " I. & C. R. R.

SAM'L STEVENSON, " " C. H. & D. R. R.

LANE & BODLEY, and others.

Having made this branch of business a specialty, we feel confident that we can do this class of work at as low rates as any establishment in the country. Ticket Agents, Superintendents, and other Railroad men are particularly invited to call and examine specimens of our work.

Appleton Brothers.

February, 1867.

2 20 6m

AMERICAN

STEEL RAILS

The undersigned are now ready to contract for the delivery of RAILS made of

BESSEMER or

PNEUMATIC STEEL,

Wholly AMERICAN, and of the best quality.

PENNSYLVANIA STEEL CO.

424 Walnut St., PHILADELPHIA.

CAMBRIA IRON CO.,

400 Chesnut St., PHILADELPHIA.

2-21-3m

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

PACIFIC OIL WORKS COMP'Y,

50, 52 and 54 West Front Street,

CINCINNATI, O.

Refiners and Manufacturers of

BENZINE, CARBON & HEAD LIGHT

OILS

Railroad & Machinery Oil.

SUPPLY AGENTS, MASTER MACHINISTS, AND others, are invited to examine our stock of Oils before purchasing elsewhere. Send for samples, and test thoroughly before buying. These Oils are warranted perfectly free of grit or acid. For economy, purity, durability, and cheapness, they are unequalled. Attention is called to a superior

Head Light Oil,

Which is branded to stand a fire test of over one hundred and fifty degrees. This will burn longer than any other oil. It engenders less crust on the wick. Will not congeal in the coldest weather. Gives greater brilliancy of flame, and has unqualified safety.

PACIFIC OIL WORKS CO.

No. 50, 52, & 54 West Front St., Cincinnati, O.

1yMar.1.

CINCINNATI

LOCOMOTIVE WORKS.



ROBERT MOORE & SONS,

Manufacturers of

LOCOMOTIVES,

MARINE AND STATIONARY ENGINES, IRON AND BRASS CASTINGS, BOILERS, TANKS, ETC.

Also,

Repair and Rebuild Locomotives.

CINCINNATI

1y.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. Editors

CINCINNATI:
THURSDAY, FEBRUARY 28, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
“ “ per month.....	3 00
“ “ six months.....	12 00
“ “ per annum.....	20 00
“ column, single insertion.....	5 00
“ “ per month.....	10 00
“ “ six months.....	40 00
“ “ per annum.....	80 00
“ page, single insertion.....	75 00
“ “ per month.....	25 00
“ “ six months.....	110 00
“ “ per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

	DEPART.	ARRIVE.
Express Mail.....	7:00 A. M.	10:00 P. M.
Night Express.....	8:30 P. M.	8:30 A. M.

LITTLE MIAMI.

Morning Express.....	7:30 A. M.	7:55 P. M.
Milford Accommodation.....	8:25 A. M.	10:20 A. M.
Express Mail.....		6:25 A. M.
Columbus Accommodation.....	3:50 P. M.	
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Night Express.....		9:50 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:45 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	10:00 P. M.
Toledo, Detroit and Canada.....	8:30 P. M.	7:10 A. M.
Richmond and Chicago.....	7:15 A. M.	11:55 P. M.
Richmond and Chicago.....	5:00 P. M.	1:50 P. M.
Bellefontaine and Sandusky.....	7:00 A. M.	10:00 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Indianapolis and Cambridge City.....	7:15 A. M.	10:00 P. M.
Indianapolis and Cambridge City.....	3:00 P. M.	10:30 A. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:40 P. M.
Dayton Accommodation.....	5:30 P. M.	10:50 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:15 A. M.	10:00 P. M.
Connersville, Cambridge City and Indianapolis Express.....	3:00 P. M.	10:30 P. M.
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.		
Chicago and St. Louis Express.....	7:00 A. M.	11:25 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	1:10 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:40 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:30 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Morning Express.....	6:40 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:30 A. M.	4:10 P. M.
Lightning Express.....	8:00 P. M.	5:25 A. M.

Statistics of Ohio.

Ohio is the only State in which, from year to year, the statistics are carefully noted, and where every movement of society can be seen and measured. The census is, indeed, not taken annually, but the number of new dwelling houses erected, the number of marriages, and other social statistics indicate very nearly what the actual progress is. With these facts, and numerous others in relation to taxation, property and production, we have the State of Ohio as correctly delineated as the human countenance is photographed by sunlight. The Commissioner of Statistics has just laid before the Legislature his Tenth Annual Report which is full of interesting facts, especially those relating to social movements. We shall notice the most prominent, as showing the actual condition of a State which represents one twelfth part of the American people.

1st. Of Population.—The Commissioner has made no specific estimate of the present population of Ohio, but furnishes some data in which it may be determined. The increase of people in Ohio, is like that of the eastern States, at a decreasing ratio, for the reason that it is, and has been for many years, a State from which people emigrated largely to States farther west. Hence, Ohio has furnished in turn, most of the population of Indiana, Illinois and Iowa. There are two modes of ascertaining the present population, which, by comparing one with the other, will come near enough to give a general idea of our present number; viz: the past ratios and the new structures. The ratio of increase in Ohio from 1850 to 1860 was 18.4 per cent., which is 1.84 per annum, and 12.33 for seven years. The population in June, 1860, was by the census, 2,339,511; so that in June, 1867, by the same rate of increase, the population of Ohio should be 2,639,657.

The increase of new structures in the past seven years has been as follows:

In 1860.....	8,100
“ 1861.....	9,831
“ 1862.....	8,013
“ 1863.....	6,278
“ 1864.....	6,692
“ 1865.....	6,397
“ 1866.....	11,069

Aggregate.....56,380

The average of population to buildings of all kinds, is at least 6. Hence, 56,380 building gives a population of 338,280. This will give about 40,000 more increase, thus taking the former ratio gives. We have reason to believe, from many indications, that this is the most correct basis, and that the actual population is more by very nearly 2,700,000.

2d. The Progress of Improvement.—The above table of new structures is a fair indication of general improvement. It will be seen that the number of new buildings in 1866 is almost double those of either 1863, 1864 or 1865. The war reduced the number of new

buildings erected, about 25 per cent., the first year of peace increased them 30 per cent. on the general average, and 80 per cent. on 1865. Among the new buildings of the past three years, over 820 were mills, factories, &c., and about 200 churches. The improvement in this class of buildings is very great. The number of new buildings in Hamilton County, (Cincinnati,) erected since the war began, (April, 1861,) is 3,582.

3d. Production.—The agricultural statistics are always one year behind, so that we have not the agricultural returns for 1866. The crops of 1863 and 1864 were comparatively small, but the crop of 1865 was fourteen millions of bushels greater than the year preceding, and notwithstanding the loss of half the wheat crop, that of 1866 will be found still greater. The quantity of snow fallen this winter, and the more uniform temperature has been greatly in favor of winter crops and fruit, so that there is every reason to believe and hope that the agricultural production of 1867 will be greater than for several years past.

The mining productions of Ohio are now large and interesting. Three or four years ago the oil fever got into Ohio, and as it was known that petroleum had been found in several localities of the Muskingum country, speculation became rife and numerous wells were sunk in Washington, Morgan and Muskingum counties and the neighboring districts. The results have, in some cases, been remunerative; but, on the whole, disappointing. The waste has been great, from a want of system in the practical operation. Nevertheless, Ohio produced in 1866, not less than 50,000 barrels of petroleum, which was probably worth \$800,000.

Coal is still the principal mineral mined in Ohio. The annual production of coal in 1866, exceeded 50,000,000 bushels, worth at the domestic markets, at least six millions, (\$6,000,000).

Iron is another great mineral product, of which the production exceeds 100,000 tons of pig metal, worth \$4,000,000.

Salt remains, as to quantity, about the same. Two millions of bushels are made in Ohio, of which over nine-tenths are made at Pomeroy, Meigs county. Salt water is found in all the counties of the Muskingum Valley, and we believe in several other; but, in making salt, the question is not about getting salt water, but about the strength. Making salt is only profitable in this country where the brine is strong. There are also properties in sea-water salt, which makes it preferred for some purposes, and we do, and have always imported most of that salt into this country. With Coal, Iron and Salt in almost unlimited quantities, it is obvious Ohio must become a large manufacturing State.

4th. The Social Statistics of Ohio present some remarkable phenomena. Among these is the great and sudden increase of

marriages. The number of marriages at three different epochs, were as follows:

In 1860.....	23,106
In 1863.....	19,360
In 1866.....	30,479

We find that marriages fell off from 1860 to 1863, 4,000; but, that from 1863 to 1866, they increased 11,179! The first was caused by the absence of young men in the army, and the second by their return. In the natural progress of society, the marriages in 1863 should have been greater than those of 1860; but, the young men who were growing up at the marriageable age, volunteered in large numbers for the army, and were gone two or three years. The marriages which would naturally have occurred in that time, were greatly diminished; but, on the termination of the war, most of these returned with greater means of settling in life than they had before, and marriages rapidly increased. It is quite probable that marriages will not be as numerous in 1867 as in 1866, because things will return to their former channels, and soon resume their natural rates.

6th. *The Increase of Debt.*—It is beyond doubt that debts have increased in the past year, and one evidence of this is, the increase of Mortgage debts. For obvious reasons this diminished in the war, for, the more paper money increased, the easier it was to pay debts, and the less real value was paid. But, the war was ended, and commercial fears were in a measure gone; people began a new career of commerce and improvement, and of course, sometimes borrowed money. The result is a large increase of mortgage debts. The following is the contracted results of three epochs:

Mortgage Debt in 1860.....	\$30,747,033
" " " 1863.....	\$23,081,610
" " " 1866.....	\$41,800,669

We see here the tendency of credit and of commerce. If this be an index of the general progress in commerce, there is at least an increase of 50 per cent. in both record and commercial debts. This may be so, and yet we do not believe that the aggregate of indebtedness of individuals is as great as many persons suppose. We do not believe the country is as much in debt—(disregarding the public debt)—as it was preceding the war. On the whole, the statistics of Ohio present a favorable and encouraging view of the general progress of society.

Receipts of the Western Union Railroad Company for the week ending February 21:

	1867.	1866.	Increase.	Decrease.
Freight.....	\$2,037 77	\$4,864 69	.....	\$2,826 92
Passengers.....	2,227 55	2,356 65	.....	129 10
Freight & Tel.....	320 00	250 00	.....	\$70 00
Express.....	375 00	296 58	.....	78 42
Totals.....	\$4,960 32	\$7,767 92	.....	.....

Receipts from January 1, to February 21.—

1866.....	72,323 35
1867.....	\$58,384 07
Decrease.....	\$13,939 28

Insurance—Heavy Losses and the Remedy.

The severe losses to which Insurance Companies have been subjected during the past two years, to such an extent as to threaten the very existence of many corporations, leads naturally to the inquiry as to how these losses can be prevented, and the business restored to a healthy condition. This inquiry is one pertinent to both the insurers and the insured. In Europe the business of Insurance is one of the most profitable investments for capital; fires there are comparatively rare, and this is not owing to anything peculiar in temperament of the people rather to the policy of the insurers. There, if A insures his house, or stock of goods, for \$10,000, its value being \$15,000, he is considered as running one third the risk. If his house or goods are damaged by fire, he therefore receives from the insurers but two-thirds of the loss, the remaining one-third being his share of the risk. It becomes therefore the interest as well as the duty of the insured to take every precaution against fire, for if one occurs he is sure to be a loser. This same principle, if adopted by our underwriters would work a radical change in the Insurance business, and greatly reduce the number of fires. At present, A is insured for an amount covering the value of his stock or house, or at any rate will receive compensation for damages up to the amount of Insurance; he is negligent of fire, for he says, "if it burns, let it burn, I am insured." If he were compelled to bear his portion of the loss, the case would be reversed; it would be especially his interest to prevent a fire, for in the event of its occurrence a loss to himself would be inevitable. Of course a rule of this kind adopted by our Insurance Companies would create strong opposition, and might result in a temporary diminution of business, but the business done would be a safer one, and more congenial to the stockholders, while it would ultimately commend itself to the good sense of the business community. A loss by fire is different to any other kind of loss; it is so much wealth swept out of existence, annihilated, no matter upon whom the loss falls, and any policy that will prevent this loss will be a gain to the world.

PHILADELPHIA & ERIE RAILROAD.—The annual report made at a meeting of the stockholders of the Philadelphia & Erie Railroad Company in Philadelphia, on Monday, exhibits the amount of tonnage for 1866 to have been 815,096, being 280,121 more than during the previous year; the number of passengers during the year, 695,416, showing a decrease of 75,241. The receipts of the road during the year were as follows:

Passengers, \$734,724 91; mail, &c., \$62,027 25; freight, \$1,741,290 13—making a total of \$2,541,671 79, showing an increase over the previous year of \$486,941. The locomotive houses, workshops, and other buildings at Erie, Kane, Renova, and Sunbury have been finished. After the reading of the report, the managers for the ensuing year were elected, which will probably be announced.

Philadelphia & Reading R. R. Co.

The following tabular statement in detail, for each branch of traffic, shows the comparative results of the year:

1865.			
Travel, 393,359 passengers.....	\$1,055,847		
Merchandise, 84,105 tons.....	1,165,277		
Coal, 3,090,814 tons.....	8,627,292		
Mail.....	28,771		
Miscellaneous.....	255,232		
Gross receipts.....	\$11,142,519		
Gross expenses.....	6,330,248		
Net profits.....	\$4,812,271		
1866.			
Travel, 384,302 passengers.....	\$1,026,217	Dec.	\$39,630 43 7-10
Merchandise, 1,037,121 tons.....	1,421,639	Inc.	256,262 21 9 10
Coal, 3,714,684 tons.....	8,245,697	Dec.	361,595 4 4 10
Mail.....	27,719	Dec.	1,152 3 9 10
Miscellaneous.....	181,647	Dec.	73,585 28 8 10
Gross receipts.....	\$10,962,819	Dec.	\$239,700 2 2 10
Gross expenses.....	6,738,547	Inc.	405,499 6 4 10
Net profits.....	\$4,164,072	Dec.	\$648,199 13 5 10

Gross expenses, including renewal fund, in the year 1865 were..... 56 81-100 per cent of gross receipts.
Year 1865..... 61 80-100

The percentage of expenses is increased chiefly by a reduction of 21 per cent in the charge for transporting coal.

The receipts and expenses for each, per passenger, and per ton, have been as follows:

1865.			
Per passenger, cost.....	\$1 42 5-10	Received.....	\$2 70 9-10
Mdse., per ton, cost.....	79 4-10	Received.....	1 37 7-10
Coal, per ton, cost.....	1 06 9-10	Received.....	2 79 1-10
1866.			
Per passenger, cost.....	\$1 53 6-10	Received.....	\$2 67
Mdse., per ton, cost.....	66 4-10	Received.....	1 37
Coal, per ton, cost.....	97 1-10	Received.....	2 21 9-10

The result of the year's business, as condensed from transportation and income account, may be stated thus:

Receipts over cost of working the road.....	\$4,164,071 81
From which deduct sundries.....	1,634,484 64
Dividend fund 1866.....	\$2,529,587 17
Amount to credit of reserve fund, '65	\$3,305,739 01
Deduct div'd Dec '65, \$2,062,067 35	
U. S. and State taxes.....	318,101 19
	2,380,168 54
	\$825,570 47
To which is added sundries.....	718,266 80
	\$643,857 27
Total reserve fund, 1866.....	\$4,173,444 44
Out of which has been paid, in June, 1866:	
5 per cent. div'd on \$2,742,867 27.	\$1,135,668 36
U. S. and State taxes.....	116,658 07
	1,253,326 43
	\$2,920,118 01
Which has been appropriated, Dec., 1866:	
5 per cent. div'd on \$2,742,867 27.	\$1,135,143 36
U. S. and State taxes.....	179,719 09
	1,316,862 45
Balance of reserve fund.....	\$1,603,255 56

The coal traffic for the past year opened with moderate activity, and so continued until September 1st, when it was evident that a continuation of the same ratio of increase to the end of the year would overstock the market. At that date the coal tonnage of the company was 851,803 tons in excess of that to the same period of the previous year. This result demonstrates the capacity of the rolling stock to be equal to a business of 4,000,000 tons of coal per annum, and 1,000,000 tons of other freight.

The three large and commodious wharves, which last year were in the course of construction have been completed. Additions have been made to the rolling stock, real estate, new branches to mines, sidings, etc., the details of which are elsewhere given.

In pursuance of the policy announced in previous reports, the railroad of the Union Canal Company has been purchased, extending three miles northwardly from Pine Grove to the junction of the Lorberry and the Good Spring Railroads, already owned by this company, together with the right of way over the

line of the old canal and reservoir, a distance of twelve miles southwardly from Pine Grove toward Lebanon.

The large quantities of railroad iron required for repairs and extensions, together with the great importance of having the best quality of rails, have led to the decision to erect a rolling mill of sufficient capacity to supply our own wants, and arranged conveniently for the manufacture of steel rails from time to time, as required.

The liability to interruption of the traffic, and to accident, arising from the constant taking up of the track to replace defective rails, and the consequent expense, is very great, which it is believed can be materially diminished by the means now proposed.

On the completion of the new engine houses at Reading, in the spring, it is intended to remove the old ones at the Lebanon Valley junction, and to erect a union passenger station to accommodate the numerous trains which meet there.

Bonds amounting to \$247,000 have been converted into stock, which leaves but \$228,500 now entitled to this privilege. The bonded debt has been further diminished by the purchase and cancellation of \$34,000. The bonds originally issued by the Lebanon Valley Railroad Company, before consolidation with this company, amounting to \$1,500,000 have all been purchased or converted into stock, and the mortgage has been satisfied.—This mortgage established a sinking fund of \$50,000 per annum, which sum has been regularly deducted from income account. The fund was not all invested, as the bonds could not be purchased except at a premium which was not required by the terms of the mortgage. A balance to the credit of this account of \$370,000 was thus created to be available for the purchase of the bonds as opportunities offered. They having now been all cancelled, the amount is restored to income account.

The agreement with the Atlantic and Great Western Railway Company, which was appended to the last report, has since been the subject of litigation, and has been sustained in every particular by the highest legal tribunal in the Commonwealth.

After making the deductions from income account, previously stated, for rolling stock, etc., and the declaration of two semi-annual dividends of five per cent each, there remains a reserved fund of \$1,603,255 56. It was deemed judicious to give the option to take the dividend declared in December last, in money, or stock at par. A portion of the surplus will be required to meet the £ bonds, amounting to \$408,000 which are payable in London on the first of July next. The remainder is available for the purchase of the bonds maturing in 1870, and for such other expenditures as an increase of business may require. A portion of these surplus funds has been invested in United States seven-thirty treasury notes, and the remainder loaned on satisfactory security, payable on demand.

Contract of Consolidation and Merger between the Delaware and Raritan Canal Company and the Camden and Amboy Railroad Co. of one part, and the New Jersey Railroad and Transportation Company of the other part.

This article of agreement, made by and between the Delaware and Raritan Canal Company and Camden and Amboy Railroad and Transportation Company, parties of the first part, and the New Jersey Railroad and Transportation Company, party of the second part.

Witnesseth, That the said parties have mutually agreed upon a consolidation and unity of interests in the manner following, that is to say:

That the amount of stock of the parties hereto of the first part shall be ten millions of dollars, subject, however, to the installments yet to be paid in on two millions of dollars, or thereabouts, issued to the stockholders during the past year; and the stock of the parties hereto of the second part shall be six millions two hundred and fifty thousand dollars, subject to a call or assessment of sixty per cent. on one million two hundred and fifty thousand dollars thereof, yet to be issued to the stockholders of the parties hereto of the second part.

That upon the stock basis, as thus arranged, dollar for dollar, equal dividends shall forever hereafter be paid; the joint receipts, after the payment of the joint expenses and interests, being applicable to the payment of dividends on the joint stock, and the entire receipts of every kind and description of each of said parties to be deemed joint receipts, and the entire expenses of each of said parties to be deemed joint expenses; the said joint receipts are to include the said installments yet to be paid in on the stock of the parties of the first part, which are to be expended on the road and property of the parties of the first part; and, also, the said call or assessment, to be paid in on the stock of the parties of the second part yet to be issued, as aforesaid, which is to be expended on the road and property of the parties of the second part; and the entire property and assets of each of said parties, of every kind and description, whether standing in the corporate name or names, or in the name or names of other persons, for their use, or the use of either of them, are to be held subject to the debts and liabilities, and possessed, used and employed for the joint use and benefit of the said consolidated interest.

That the agreement of the said parties hereto of the first part, and the Philadelphia and Trenton Railroad Company, and all other agreements and obligations now in force by or against either of the parties hereto, shall be binding on the consolidated companies composed of the parties hereto.

That the Directors of the said companies, parties hereto of the first and second parts, shall meet in joint Board, in the same manner as the Directors of the companies composing the parties hereto of the first part have heretofore done, and jointly transact, manage and conduct the business of the parties hereto, both of the first and second parts, at such time and in such manner as may be determined by the said joint Board.

That this agreement shall take effect as of the first day of January, in the year eighteen hundred and sixty-seven, and shall be subject to approval of the Board of Directors of each of the parties thereto, and of two-thirds in interest of the stockholders of each of said parties, and also subject to be ratified

and made effective by the Legislature of New Jersey.

In witness whereof, the said parties have hereto caused their respective corporate seals to be affixed, this first day of February, in the year of our Lord, one thousand eight hundred and sixty-seven.

This is to Certify, That the foregoing agreement has been, and is hereby adopted and agreed to by the undersigned Committees, respectively, of the parties thereto of the first and second parts, in said agreement named, duly authorized and appointed by the Directors of the said parties respectively to negotiate the same.

Ashbel Welch, Joseph P. Bradley, J. G. Stevens, C. Macalester, John Hulme, E. S. Sanford, Committee of the Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Company.

Hamilton Fish, Martin A. Howell, I. W. Scudder, A. L. Dennis, Committee of the New Jersey Railroad and Transportation Company.

Dated New York, January 28, 1867.

The Pennsylvania Railway.

The success of this great trunk line is as much due to its local traffic as to its favorable position as a through line. The Harrisburg (Pa.) Union in giving some account of the number of trains and cars passing on the different divisions of the road for past year says: "It will be seen from the above, that the business of the Middle Division, both Eastward and Westward, far exceeds that of the two other Divisions for 1866. This excess is best exhibited by the following average increase of the business for 1866 and that of 1865, at the four great points on the road.

Average increase	Philadelphia,	28 per cent.
do.	Harrisburg,	32 "
do.	Altoona,	16 "
do.	Pittsburg,	17 "

During the year 1866, 162,921 eight-wheel cars passed Harrisburg, being an increase over 1865, of eight-wheel cars passing the same point, of 126,222. During the year 1866, 40,000 more eight-wheel cars passed Harrisburg than passed Columbia; and 38,000 more, during the same year, than passed any point on any of the other divisions.

It cannot but be a source of gratification to the business part of the community embraced within the Middle Division of this great thoroughfare, to feel, and thus to know, that the immense increase of the business of the Middle Division is also the evidence of our own immense prosperity, the great development of our resources, and the necessary increase of our invested capital. Nor is it out of place here to add that while this immense business necessarily increases the duties and responsibilities of Samuel A. Black, Esq., the Superintendent of the Middle Division, the success of his labors, and the uninterrupted manner in which he has kept his division open, are creditable to his energy, and the highest evidence of his ability.—*West R. R. Gazette.*

THE CAPACITY OF THE ERIE CANAL.—The Syracuse Journal says that the present capacity of the Erie Canal for eastern movement of property is equal to that of eighty railway trains daily. The proposed enlargement of the locks, as provided in the bill introduced in the State Senate, will, when consummated, augment the capacity of the Canal so as to be equal to more than two hundred railway trains daily.

TENNESSEE AND PACIFIC RAILROAD.—A Louisville paper says that the surveying party on the Tennessee and Pacific Railroad, engaged in running the line between Nashville and Knoxville, have reached Lebanon, Tenn., and are rapidly approaching Caney Fork. Thus far the route has been found thoroughly practicable. The distance from Lebanon to Nashville is twenty six miles.—The grades are very light and the cost attending the construction of the road astonishingly small.

Railroads in Massachusetts - Statistics for 1866.

The following statement of the condition of the railroads of Massachusetts and their operations, in 1866, is compiled from the annual returns of the different corporations, made to the Legislature:

Capital Stock.....	\$23,091,600
Capital paid in.....	68,952,184
Debt.....	27,471,634
Cost of roads and equipments.....	79,466,774
Total income in 1866.....	21,255,527
Working expenses.....	14,534,236
Net earnings.....	6,671,291
Interest paid.....	953,373
Amount of dividends paid.....	4,467,469
Surplus, Nov. 30, 1866.....	6,019,227
Total length of rail (as single track) in miles.....	1,849
Number of miles run in 1866.....	9,025,573
Tons of freight carried.....	6,046,516
Number of passengers carried.....	22,126,811
Number of passengers killed.....	15
Number of men employed, exclusive of those engaged in construction.....	8,312
Number of employees killed.....	35
Number of persons killed while walking or lying upon the track.....	41
Number of engines owned.....	518
Number of passenger cars.....	620
Number of merchandise cars.....	9,436

Among the dividends declared for 1866 were the following: Boston & Worcester, 10 per cent.; Western, 10; Providence, 10; Maine, 10; Norwich & Worcester, 10; Stoughton Branch, 10; Worcester & Nashua, 10½; New Bedford & Taunton, 9; Rockport, 9; Taunton Branch, 8; Providence & Worcester, 8; Nashua & Lowell, 8; Eastern 8; Connecticut River, 8; Lowell, 8; Old Colony & Newport, 7; Fitchburg, 7; Fitchburg & Worcester, 6.

The amount paid by the different corporations in 1866 for taxes and insurance was \$1,440,058; in 1865, \$1,327,134. The expense of removing snow and ice from the track in 1866 was \$7,098; in 1865, \$22,704.

Of the fatal accidents to passengers (15) not one was caused through any negligence or carelessness on the part of the railroad employees. The deaths were in consequence of direct violations of the rules of all the companies in regard to leaving or getting upon the trains while in motion, or riding upon the platform of the cars.

The capital stock of the Western & Worcester railroads united is \$14,500,000; capital paid in \$11,210,800; cost of roads and equipments \$16,447,327; total income of both roads in 1866 \$5,846,746; working expenses \$3,949,754; net earnings \$1,896,992; amount of dividends paid, 10 per cent. each, \$1,090,609; surplus November 30, 1866, \$1,868,176; number of engines 124 (in 1865 113), passenger cars, 110 (in 1865, 100), merchandise cars 2,500 (in 1865, 1970).

The number of passengers carried over all the roads in 1865 was 20,278,055; increase in 1866 1,348,826. The number of tons of freight carried in 1865 was 5,277,563; increase in 1866, 768,983.

In 1866 173,767 cords of wood and 74,008 tons of coal were used by the engines, at a cost of \$1,774,421.

The Berkshire Stockbridge & Pittsfield and West Stockbridge Railroads are leased and operated by the Housatonic Railroad Company of Connecticut. The late New York & Boston Railroad in Massachusetts is now merged in the Boston, Hartford & Erie Railroad Company. The South Reading Branch and Rockport Railroad are leased to and operated by the Eastern Railroad Company. The Fairhaven Branch Railroad is owned and operated by the New Bedford & Taunton Railroad Company. The Lowell & Lawrence, Salem & Lowell, and Stoneham Branch Railroads are operated by the Boston & Lowell Railroad Company. The Troy & Greenfield

Railroad has been surrendered to the Commonwealth. The Essex Railroad has been purchased by the Eastern Railroad Company.

The length of rail, as given in the foregoing statement, includes only those portions of the roads located in Massachusetts.

Hudson River Railroad Accidents.

To the Editor of the N. Y. Tribune:

SIR: I was on the 4:15 train from New York yesterday afternoon. As your readers are aware, we met with an accident about half way between Yonkers and Hastings, which by the merest circumstance was prevented from being a terrible disaster. The circumstance referred to would not probably occur again in a thousand times. The axle of the front driving wheels broke off flush with the inner face of one of the wheels, which, instead of flying off the track fell under the engine and prevented it from leaving the track. Had not this occurred the whole train would have been dashed against a ledge of jagged rocks only a few feet from the cars, the consequences of which it makes one nervous to contemplate. I refer to the circumstances of the accident to preface what I have to say. Immediately after the cars had come to a halt, and as soon as the escaping steam would permit, I went to the wreck, and on examining the broken axle I discovered that it was an old crack of months standing, as the iron was black and rusted, and not over one third of the axle was sound metal. I called the attention of the engineer to it, and asked him who was to blame for exposing the lives and limbs of thousands of passengers for months behind a locomotive in that condition? He replied, quite indignantly, that no one was to blame, as it was impossible to discover the break, it being on the inside of the wheel. I asked him how he knew but the other wheels were in the same condition? He replied that he did not and could not know till they ran off.

Now, Mr. Editor, this is the kind of safety provided on this important thoroughfare, and these are the kind of mechanics on whose knowledge and skill in their art depend the lives of thousands of passengers every day; while the commonest mechanical genius could construct a press, at any engine house, so contrived as to bring to bear a pry on each driving wheel of sufficient force to demonstrate the soundness of the axle. Such a test applied to the wheel in question, would have snapped it off with one-third the standard force. We have modes of testing defective boilers; why can we not also have a plan of testing defective axles? If the Hudson River Railroad Company have no mechanic in their employ capable of constructing a device suitable for testing their driving axles without running them for months broken two-thirds off, they can obtain the necessary information by calling on, yours, respectfully,

A. W. HALL.

New York, Jan. 29, 1867.

The above applies with great pertinency to many other roads in the country, although on none is it more necessary than on the Hudson River road.

THE quantity of coal delivered for local consumption in the Lehigh Valley, between Mauch Chunk and Easton, 46 miles, in 1866 was, by Lehigh Valley Railroad 635,785 tons, by Lehigh Canal 68,555 tons, total, 704,349 tons, equal to 15,093 tons per mile.

The Atlantic & Great Western Railway.

A circular has been issued by Mr. James McHenry to counteract some false impressions in regard to this road, from which we take the following:

The results of the working of the line have justified these labors and this expenditure.—In the first year of its opening the receipts have exceeded \$5,000,000. In 1866 the receipts will be nearly \$6,000,000, and with the great development and additional sources of traffic now rapidly opening up, it is not too much to estimate the returns at \$8,000,000; and as all the main lines of railway in America have trebled their receipts in five or six years, it is not unreasonable to anticipate that by 1872, the Atlantic & Great Western will earn \$15,000,000 or £3,000,000, without any important increase of capital. During the present month the Consolidated Freight line through from New York to St. Louis, in connection with Erie and the Ohio & Mississippi Railways will commence running. In February the route will be open from Cleveland to Pittsburg, one half the mileage belong to the Atlantic & Great Western. During the summer direct communications will be established with Buffalo, and the completion of New Lisbon Extension will bring the railway into close connection with the great coal fields of Ohio.

And yet after accomplishing so much, with prospects so brilliant, and although every promise made to the public has been faithfully fulfilled—every liability for coupons promptly met—the securities of the Atlantic & Great Western Railway are at prices as speculative as if dividends were doubtful for many years. This is not the response the company has a right to expect for so much labor and so much good faith.

Letters are daily received, almost without exception, kind in their tone, and expressing confidence, but naturally very anxious as to the great fall in quotations. I unhesitatingly reply, that there is nothing in the position of the railway to warrant depreciation, but it has many rivals, and some unscrupulous enemies, who for months have been organizing schemes to depreciate bonds and debentures in the market, and there are many unscrupulous persons who, for their own purposes, circulate rumors and statements in connection with loans taken up in London and elsewhere, which are either mere ribaldry or positively false. In America, by the end of January, there will be no floating debts, and in Europe all the loans are covered by its share capital reserved for that purpose, and are "backing" to the bonds and debentures, which remain a first charge.

THE COVINGTON AND OHIO RAILROAD.—MR. John B. Baldwin one of the Commissioners authorized by the Legislature at its last session to grant on certain conditions the charter of the Covington and Ohio Railroad, on yesterday received a letter from the New York capitalists who have been negotiating for the charter, stating that they have now every prospect of being very soon able to comply with all the conditions and take the charter and the road. In fact, they have made all the arrangements for getting the necessary funds to begin and complete the work.—*Richmond Times*.

THE Tennessee Legislature has passed a bill granting State aid of \$10,000 per mile for extending the Decatur Railroad to Nashville

NEW ORLEANS AND GREAT NORTHERN RAILROAD.—The annual report of the Directors of the New Orleans, Jackson and Great Northern Railroad, made to the Legislature of Louisiana, states that repairs have progressed steadily during the past year, nearly all the rotten cross ties having been removed, and the depot and section houses destroyed during the war rebuilt. Trains now run regularly from New Orleans to Canton (two hundred and sixteen miles), in a little over thirteen hours. The repairs of the road and the renewal of its rolling stock have been made entirely with the proceeds of the road, which were \$315,224 69 for the period from June 26 to November 30, 1865. During the last year the earnings from passengers, freights and mails amounted to \$1,533,042, and the road expenses were \$1,146,774. The total indebtedness of the company is estimated at \$4,750,000.

RAILROAD LAND GRANTS IN MICHIGAN.—The following is given as "some of the larger grants" of land to railroad companies in Michigan:

	Acres.
Grand Rapids & Indiana Railroad.....	1,200,000
Flint & Pere Marquette Railroad.....	500,000
Jackson, Lansing & Saginaw Railroad.....	600,000
St. Mary's Canal Company.....	750,000
Portage Lake Canal Company.....	400,000
Lac la Belle Canal Company.....	100,000
Total.....	3,550,000

The above is not given as strictly accurate, but the figures are believed to be none too large in any case. These lands, the greater part of them, are held in the northern part of the Lower Peninsula.

Those included above would fully equal ten entire counties of sixteen townships each.—They extend over a much wider extent of territory, however, being generally held in alternate sections. As might be expected, these lands are the subject of a good deal of discussion, and some contention in the Michigan Legislature, some of the corporations having either forfeited or are likely to forfeit their rights by non-compliance with the terms of the grants.

ROADS IN PERU.—A very important concession has just been made in Peru to an American company represented by Col. Fernand Brown, and Braisted, to build a tram road between Lima and Callao; also the privilege of laying a railroad through the principal streets of Lima. The capital of the company is 2,000,000 soles. The privilege is for 28 years. Shares are to be placed on the market during the present year, and one-third to be reserved for sale in Peru. The Government concedes any lands they may possess that are required for the use of the road, and all private lands are to be valued by assessors. The company will place their toll-gates upon the road at such places as they may deem fit, and the Government binds itself to enforce their tariff. There is not the least doubt but the projectors of the road will make a splendid profit from the speculation.

VIRGINIA AND KENTUCKY RAILROAD.—A meeting of the Board of Directors of the Virginia and Kentucky Railroad Company was held at Lynchburg on the 8th inst. General G. C. Wharton was elected Chief Engineer, with power to appoint his assistants. The road has been located and partially constructed, but it is stated that some changes in the location will be judicious, and will be made.

RAILWAY CAPITAL IN GREAT BRITAIN.—At December 31st, 1865, the authorized capital of the companies in the United Kingdom of Great Britain amounted to £576,291,663, of which the proportions were: By shares, £432,889,225; loans, £143,402,418. The paid up capital at the same date amounted to: In ordinary capital, £219,598,195; preferential capital, £124,263,475; debenture stock or funded debt, £13,795,375; total, £357,657,046; with debenture loans outstanding on the 31st December, 1865, of £97,821,097; or a grand total paid up of £455,478,143.

In rolling stock the companies had at December 31st, 1865, 7,414 locomotives, 17,997 passenger carriages, 220,304 coal, cattle, and goods wagons, and 12,956 trucks and wagons of other sorts, being a total of 258,671 engines, carriages, and wagons—an increase of 15,051 as compared with 1864. Made up in a continuous train, buffer to buffer, the rolling stock of the companies in the United Kingdom would extend to above 1,000 miles.

RAILWAY ACCIDENTS.—In Great Britain and Ireland, during the six years beginning in 1860 and ending in 1865, there were 1,283 persons killed by railway accidents, and 4,400 injured. The number of killed during each of the last four years was almost the same—216 in 1862, 184 in 1863, 222 in 1864 and 221 in 1865. The number of injured, however, varied greatly, being 536 in 1862, 401 in 1863, 706 in 1854 and 1,039 in 1865. Four persons were killed every week, and the number of accidents in each of the four years was, with singular regularity, either 35 or 36. But one accident was caused in 1865 by malice, a rail having been unscrewed on an Irish road, but this, happily, killed no one, and injured but a single person. Three persons during the year committed suicide by throwing themselves in front of approaching trains. During 1865 the various English railways paid large sums as "compensation" for injuries done to passengers by railway accidents. The principal payments were; South Eastern railway, \$353,630 in gold; Great Western, \$200,305; London and North-western, 153,640; Midland, \$129,970; London and Southwestern, \$125,000; Lancashire and Yorkshire, \$123,504; Great Northern, \$111,835; Great Eastern, \$109,060; Northeastern, \$71,775; and Caledonian, \$74,245. The large amount paid by these roads show that the English people are alive to their interests, and make the railway corporations careful by insisting upon and securing heavy payments in case of injuries by accident.

"ENGINEERING."—Mr. Zerah Colburn's new journal, "*Engineering*," commenced its third volume January 1st, 1867, with ample evidence of that prosperity which its able management richly deserves. Almost every subject interesting to engineers and manufacturers, and some outside of that, are treated of in its columns, and every paper is profusely illustrated. Mr. Colburn's peculiar talent and great industry have an ample field in his journal, and he cultivates it with diligence and tact. We are heartily glad of his success and trust that it may continue so that he may be amply rewarded for his enterprise. "*Engineering*" is published weekly at 37 Bedford Street, Strand, London, England.—*Railway Times*.

The net earnings of the Indianapolis and Terre Haute Railroad for the six months ending December 31st, were \$209,007 42.

THE United States Railroad and Mining Register, is one of the best of our exchanges. In its issue of February 2nd, it says of itself, that "On the 31st May, 1856, now nearly eleven years ago, we commenced the publication of the *Register*, devoted then as at this time to Commerce, Finance, Manufactures, Railroads, Minerals and Metals.—The circulation of the *Register* extends over the United States, and into the Canadas, Great Britain and Continental Europe. And whilst no class of subscribers can claim that its contents are made up with exclusive reference to their interests, yet so varied and manifold are the sources—local, national and international, from American and foreign exchanges, and from correspondents—whence its selections, its reports, its communications, and the data for its editorials are drawn, that in the course of a year, the eye of each subscriber is sure to run athwart a number of articles of which each one is of greater value and interest to him, than the sum paid for the fifty-two numbers issued in a twelvemonth! This, moreover, is the true principle on which to base a subscription to any publication; for no editor, worthy the name, presumes to please and satisfy all his readers on all occasions, nor, on the other hand, does an intelligent subscriber or discerning advertiser expect always to concur in the opinions which may be promulgated or the policy which may be advocated or defended in the columns of a newspaper, he being able, himself from facts furnished and premises stated by the editor, to deduce his own individual conclusions."

THE SCARCITY OF LABOR AN INCENTIVE TO INVENTION.—The following extract from a communication from one of the most intelligent agricultural writers of the country, living in Western New York, is significantly illustrative of the manner in which invention is stimulated by the scarcity of labor.

"This state of things (the scarcity of labor) has stimulated into great activity the untiring genius of the American mechanic to invent and introduce labor-saving machinery, to meet every exigency of the farmer, manufacturer and mechanic; much of which has been invented within a few years, and the earlier specimens greatly improved. The reaper and mower have become 'institutions'—a necessity—and no farmer of any standing ignores their use. The machinery for raking and loading hay in the field and the unloading in the barn and on the stack, the potato-digger, the corn cutter, the bean-puller, the cultivator, the corn and bean-planter and seed-sower, thrashing machines, corn-shellers, fanning mills, straw and root-cutters, hay-rakes, tile-ditchers, etc., etc., though not of recent introduction, have all been greatly simplified and improved; in short, every implement of farm husbandry from the hoe to the reaper has undergone various transformations for the better since the late change of the times, and almost every variety of farm and mechanical labor is now performed or greatly assisted by inert matter that heretofore was a heavy tax on human muscle and sinew."

The Council Bluffs *Nonpartisan* says:—"We understand the managers of the Chicago and Northwestern railroad contemplate burning their own brick for the erection of the large depot building and machine shops, which they propose erecting in this city, early in the spring. These buildings when completed, will add greatly to the appearance and permanence of our city."

The Table Lands at the Source of the Colorado River and their Ancient Inhabitants.

The fourth in the course of scientific lectures before Rutgers Institute was delivered Monday evening, February 4th, by Professor J. S. Newberry, of Columbia College, who chose for his subject "The Table Lands of Western America, and their Ancient Inhabitants." Owing to the inclemency of the weather, the attendance was much smaller, no doubt, than it would have been under more auspicious circumstances. This is the more to be regretted inasmuch as the subject was pre-eminently instructive and interesting, and the lecture in every way was worthy of the subject.

The chapel of the institute, in which the lecture was delivered, was furnished with carefully prepared and well executed paintings and diagrams illustrative of the subject in hand. The Professor alluded to the want of exact information, on the part of people generally, in regard to the great West. He proposed to address his audience upon one feature only of that extensive and fruitful theme—viz.: "The Table Lands and their Ancient Inhabitants." He had been a member of two expeditions consecutively sent out by the Government, at the close of the Mormon war, for the exploration of the Colorado river. It was in these excursions, extending over several years, that the information was obtained which he intended to lay before his hearers. They had explored this river for a distance of five hundred miles beyond the point at which it was known on their departure. It was now regularly navigated for seven hundred miles by steamers engaged in supplying the miners of that region. Its bed was worn in the rock to the depth of many hundred feet. The difficulty of its navigation consists not in rapids, but in the inequality of its depth. Passing through three ranges of mountains, you reach the table lands. These extend from the extreme northern part of the continent to Central America, and vary in elevation from one thousand two hundred feet to seven thousand feet above the level of the sea. Upon these table lands, the lecturer maintained, had existed, at a period when Europe was involved in barbarism, a high state of culture and civilization. Here had lived the ancient Mexican race, as found and conquered by Cortez. The particular region explored by the Professor was that in Utah and New Mexico. Ascending these table lands with much difficulty, you find around you, as far as the eye can reach, peaks of red sandstone of strange and fantastic shape and immense height, seeming like gigantic cities, with spires, domes and monuments. Here, too, are human works—ruins hundreds of years old—the remains of the cities of a once prosperous people. Cisterns of hewn stone of great size and exquisite workmanship, and buildings six hundred feet in length, with walls even yet thirty feet high. Here, too, he found the sole remnant of the ancient race, the Moquis Indians, dwelling still in houses constructed on the ancient model, the whole village being in one enclosure, built around a courtyard, and resembling the cells of a beehive. They preserve the industrial and agricultural arts with wonderful ingenuity, considering the rudeness of their implements and the primitive nature of their methods. Some blankets woven from the fleece of their herds of sheep and goats upon rude frames or pegs in the ground, entirely by hand and without the use of the shuttle, were exhibited at the close of the lecture, which would have done credit to a much more advanced civilization.

Drain of Bullion to Asia.

The following table compiled from the British Commercial and Consular Reports for 1866, shows the amount of bullion shipped from Great Britain to the East during the past 16 years:

	Gold.	Silver.
1851.....	£104,280	£1,716,100
1852.....	921,739	2,630,238
1853.....	880,202	4,710,665
1854.....	1,174,299	3,132,003
1855.....	948,272	6,409,889
1856.....	468,649	12,118,985
1857.....	269,275	16,795,232
1858.....	168,305	3,781,923
1859.....	788,269	14,828,521
1860.....	1,669,646	8,038,276
1861.....	783,543	6,838,292
1862.....	1,715,963	10,138,506
1863.....	3,173,442	8,213,264
1864.....	2,041,854	6,175,270
1865.....	555,725	3,621,330
1866.....	477,275	2,374,314
	£16,074,938	£112,522,808

The amount shipped from the Mediterranean to the East in fourteen years, viz: from 1853 to 1866 inclusive, was £19,722,678 of gold and £46,248,287 of silver. The heaviest year for both was 1864, when the shipment of gold from that quarter was £4,928,891, and of silver £10,681,428. The aggregate amount thus represented by the two centres of shipments is £35,707,616 in gold and £161,771,065 in silver, or a grand total of £197,508,711 equal to \$987,013,555 for two centres only of European shipment in sixteen years, with two years not given in the Mediterranean aggregate. It is, therefore, quite safely within the probabilities to set the summing up for all Europe and America during that time at \$1,250,000,000 of which, so far as can be ascertained, not more than \$250,000,000 have returned in cash.

THE NATIONAL FINANCES.—The following is the current statement of the public debt of the United States on the 1st of February, 1867:

DEBTS BEARING COIN INTEREST.	
5 per cent bonds	\$198,091,350 00
6 per cent bonds of 1857 and 1868.....	15,779,441 80
6 per cent bonds, 1881.....	283,745,250 00
6 per cent 5-20 bonds.....	910,029,500 00
Navy pension fund.....	12,500,000 00
Total debt bearing coin int.	\$1,420,145,541 80
DEBT BEARING CURRENCY INTEREST.	
6 per cent bonds.....	\$12,922,000 00
3 year compound int. notes...	143,064,640 00
3 year 7-30 notes.....	663,686,100 00
Total debt bearing currency interest.....	\$819,672,740 00
Matured debt not presented for payment.....	\$15,791,454 31
DEBT BEARING NO INTEREST.	
United States notes	\$381,427,090 00
Fractional currency.....	28,743,733 72
Gold certificates of deposit...	19,992,980 00
Total.....	\$430,163,803 72
Total debt	\$2,685,773,539 83
AMOUNT IN TREASURY.	
Coin.....	\$97,354,603 69
Currency.....	45,069,187 58
Total in Treasury.....	\$142,423,791 27
Amount of debt, less cash in Treasury.....	\$2,543,349,748 56

Line of Steamships between Europe and Baltimore.

The following remarks of Mr. Garrett, President of the B. & O. R. R., at a recent meeting of the Board of Directors, shows the efforts being made to secure increased business and more direct intercourse with Europe:

The leading parties connected with this important enterprise in Bremen, express the judgment that there will be business for a line of four steamers at a very early period.

In order to prevent delay, the closing correspondence on this subject took place by the Atlantic cable, and under the agreement thus made contracts have been entered into with eminent builders on the Clyde for two splendid steamships, of 2,500 tons burthen, to be furnished in a superior manner, and with elegant accommodations for first class, as well as extensive arrangements for other descriptions of passengers.

The ships are to cost \$700,000, and the contract requires that they shall be completed in time for their voyages to commence in February next; so that in one year from this period this great enterprise, it is expected, will be in successful operation.

The President stated that the agreement requires that the Baltimore & Ohio Railroad Company shall erect extensive piers and wharves at Locust Point to accommodate vessels of the size designed which is much greater than that of vessels heretofore used in connection with the business of this port, and that arrangements were being made to construct the large improvements, embracing covered piers, with complete facilities for loading and discharging cargoes without regard to the weather, and equal in character to those of the North German Lloyd Steamship Company now in use at Hoboken, New York. The President added that it was arranged that the highly respected house of Messrs Albert Schumacher & Co., were to represent and manage the affairs of the Company in Baltimore.

Propositions have also been received from extensive proprietors of steamship companies in England for the organization of a company, with large interests, to be owned there, by which iron steamers of large size and of first class will be placed permanently upon a line between Baltimore & Liverpool.

It is the design of the Baltimore & Ohio Company to make the improvements at Locust Point so extensive as to embrace accommodations for the numerous large steamers which it is expected will at no distant day ply between Baltimore and European ports.

KRUPP'S GIGANTIC GUN.—Editors of the "American Artisan":—Will you please correct an erroneous statement made in your issue of Dec 19—in the third column of page 106—(copied from *The Engineer*). It is stated that Mr. Krupp will send a "gigantic gun" to the Paris exhibition next year, which will weigh 17,500 kilos, i.e., 17.5 tons, which is far below the weight of the gun intended to be sent, if ready in time; but which is not yet sufficiently advanced to warrant any positive statement on the subject. The gun in question is one of two that have been ordered by the Russian Government for the defense of Cronstadt. It will weigh about 44 tons when finished, and will carry a shot of 1,212 lbs. (=1,100' Prussian); the diameter of its bore is 14.406" (=14' Prussian), and will cost about £14,000 sterling.

Yours, very respectfully,
THOS. PROSSER & SON.

Alexander Dallas Bache.

Professor Bache, Superintendent of the United States Coast Survey, died at Newport, Rhode Island, yesterday morning, after a long and painful sickness, the direct malady being softening of the brain. Born in Philadelphia, on the 19th of July, 1806, he was the great grandson of Dr. Benjamin Franklin. Mr. Bache entered the Academy of West Point, from the State of Pennsylvania, in 1821, and graduated therefrom in 1825, at the head of his class, being at once advanced to a First Lieutenant in the corps of Topographical Engineers. In all of his career at the National Academy, it is recorded that he never received a single mark of demerit. In 1827, Mr. Bache was chosen to the chair of mathematics in the University of Pennsylvania, and filled the position with eminent credit till he was elected the President of Girard College in 1830, which had then but an embryo existence. Pending the permanent establishment of the institution, Professor Bache visited Europe to inspect the schools of learning there, with a view to the application of their best features to the one over which he had been called to preside in this country. Returning to the United States soon after, and finding Girard College still unopened, Professor Bache accepted the principalship of the Philadelphia High School, then just established, but, in 1843, resigned the post to accept the superintendency of the United States Coast Survey, whose duties he, up to his final illness, discharged with a wisdom that has been fruitful not only as a practical benefit to navigation, but a source of valuable contribution to geodetic and physical science. The fame of the results is more than national, it is world-wide. In the personal relations of life the attachment with which Professor Bache was by all regarded was equaled only by the renown of his scientific labors. He traced his descent from Dr. Franklin, through Sarah Bache, the latter's only daughter, married to Richard Bache, a merchant of Philadelphia in 1767, and whose son, Benjamin Franklin Bache, was the father of Professor Bache, and the publisher of the *Aurora*, the most considerable opposition journal in the States during the administration of Washington and the elder Adams.

LIGHT IN DARKNESS.—The London *Builder* recommends a plan for lighting a dark room in which the darkness is caused by its being situated on a narrow street or lane. The *Builder* says: "If the glass of a window in such a room is placed several inches within the outer face of the wall, as is the general custom in building houses, it will admit very little light, that which it gets being only the reflection from the walls of the opposite houses. If, however, for the window be substituted another in which all the panes of glass are roughly ground on the outside and flush with the outer wall, the light from the whole of the visible sky and from the remotest parts of the opposite wall will be introduced into the apartment, reflected from the innumerable faces or facets which the rough grinding of the glass has produced. The whole window will appear as if the sky were beyond it, and from every point of this luminous surface light will radiate into all parts of the room."

A movement is in progress at Dubuque to forward the construction of a railroad between that place and Monroe, Wisconsin.

THE Gold Hill (Nevada) *News*, of December 10th, gives the following "statement of bullion" shipped through Wells, Fargo, & Co's Express for the years 1865 and 1866, from the Virginia and Gold Hill offices, showing an excess of \$2,074,174 35 for 1866 over the preceding year, for these two places alone. The amount from other places—Carson, Aurora, Austin, &c.,—shipped in 1865, makes the total product for that year fourteen millions. For the year past, 1866, it stands as follows:

From Virginia City.....	\$7,087,626 18
From Gold Hill.....	7,100,268 00
From Carson City.....	341,366 80
From Reese River.....	400,587 00
From Aurora.....	171,534 00
Shipped outside of Wells, Fargo & Co.....	350,000 00

Total..... \$16,171,381 98

The amount shipped from Virginia City exceeds that from Gold Hill in 1866, \$707,358 18; but it is not correct to infer therefrom that the Comstock, north of the Bullion Mine, yielded that excess over the Comstock south of that point. A number of mills work their own ores, and one mining company (the imperial) have their assays made in Virginia of bullion taken from Gold Hill Rock.

The yield has been just about equal from the north and south sections of the lead. The first six months of 1866 were occupied in opening new levels and getting fairly to work, and many of the projected works for the facilitating access to opposites are not yet completed. The prospects for 1867 are flattering, and it is safe to estimate the yield for the current year at upward \$20,000,000.

Since the discovery of silver in this State there has been extracted and added to the wealth of the world \$85,000,000 of bullion, and the main source of all this wealth, from the most reliable authorities, has but just been uncovered. With the facilities railroad connection will afford; the cheapening of all articles of consumption; reduction of expense of immigration; the opening of new fields of labor; the discovery of the points north and south where the Comstock vein extends, and the enhanced value of property that will thereby be occasioned, all encourage us to "learn to labor and wait."

The following are the totals shipped in 1865:

From Virginia City.....	\$9,286,822 24
From Gold Hill.....	3,546,897 59

Total..... \$12,833,719 83

For 1866 the amount was:

From Virginia City.....	\$7,807,626 18
From Gold Hill.....	7,100,268 00

Grand total..... \$14,907,894 18

The above shows a falling off of the product of Virginia City with a large increase in the product of Gold Hill.

The development arrived at respecting the salt mines of Nevada are almost startling in amount. A single bed there is computed to cover fifty thousand acres. It is solid rock salt, ninety-five per cent. fine. It now yields at the rate of two millions of bushels per annum. The water rushes up from a distance of thirty-five feet, and makes a constant deposit of the finest white salt. It is proposed to sink shafts at various points, in hopes of striking some spot where water will not be touched, and where the salt can be quarried, as in Hungary and Poland.

THE ANTHRACITE COAL TRADE OF THE U. S.

—The trade opened under very favorable auspices in the Spring, and continued without interruption for the want of demand up to September, when it commenced slackening off, and for the remainder of the year it was anything but prosperous to the operator, particularly in the Schuylkill Coal Region, where the higher rates of transportation bore heavily against them in the New York market, which has become the great coal mart of the country for the distribution of coal. This depression was also increased by the auction sales of coal, which fixed the prices in that city at lower rates than coal could be produced and sent to market.

But notwithstanding these drawbacks, causing a heavy falling off in the supply the latter part of the year, the Anthracite trade shows an increase of 2,909,912 tons over the supply of 1865, and 2,401,724 over the supply of 1864, which was the largest quantity ever sent to market in a single year previously. The total production mined and sent to market during the year was 12,399,747 tons, to which may be added about 1,000,000 tons consumed in the coal regions, making the total quantity mined 13,399,747 tons.

The amount mined in 1865 was 11,559,073 tons, showing an increase during the year 1866, of 2,859,812 tons.

In 1865 the loss on the supply of 1864 was 509,488 tons. By deducting this quantity from the gain in 1866 it still leaves the gain 2,401,724 tons over the heaviest shipment made of Anthracite in a single year.

This coal produced to the operators, including Chestnut and Pea, say on the average \$2.75 a ton, put in the cars of the transporting companies of the different regions, which would give a return to the different Anthracite Regions a little upwards of \$34,000,000.

The average prices at which this coal was sold on the lines, in Philadelphia, New-York and Baltimore, and on board vessels at these points, would give about \$6 a ton, making the product of the Anthracite coal trade to the miners, wholesale dealers, land owners and carrying companies, about \$74,000,000.—*Pottsville (Pa.) Miners' Journal*.

MINERAL PRODUCTS OF PRUSSIA.—Some official tables have just appeared as to the mining and metallurgical production of Prussia in 1865. It appears that this production was as annexed:

	Tons.	Value.
Coal.....	18,591,150	£4,954,928
Lignite.....	5,021,446	710,440
Minerals of every kind.....		1,529,440
Pig.....	693,137	2,700,857
Steely Pig.....	47,087	232,151
Casting pig 1st fusion	31,680	264,253
Iron.....	404,295	4,004,017
Rough Steel.....	29,864	429,543
Zinc.....	56,483	1,038,804
Lead and Litharge.....	28,311	497,327
Copper.....	2,982	273,130
Salt.....	204,982	223,823

COPPER ORE PRODUCT OF CALIFORNIA.—The following table shows the exportation of ores from San Francisco since 1862:

Year	To New York.	To Boston.	To Swansea.	Total.
	Tons.	Tons.	Tons.	Tons.
1862....	86	3,574 16-20	.....	3,660 16-20
1863....	1,337	4,218 15-20	7 15-20	5,553 16-20
1864....	4,905 16-20	5,061	264 7-20	10,234 3-20
1865....	4,146 3-20	9,650	2,591 16-20	17,787 19-20
1866....	7,676 10-20	3,415 5-20	10,364 15-20	21,476 10-20

PHOTOGRAPHS UPON CLAY—A new application of photography, producing the effect of sculpture, and known as the "photomedallion" is just introduced to the public by Mr G. G. Rockwood, 839 Broadway, New York. Mr. Rockwood has been engaged for several months in a series of experiments, and has now perfected his invention. By the use of the solar camera, the image of the sitter is transferred to a block of clay; the lines being so firmly fixed that the sculptor, to whose hands the work is afterwards confided, is enabled to produce a perfect likeness of the original. An intaglio is sunk from which plaster casts are taken, and all the varieties of bronze, parian marble, etc., are produced. The effect is very beautiful, and the portraits we have seen are singularly life-like. Among them are medallions of Rev. Dr. Chapin and Mr. David Oliphant.

TEXAS has built four hundred and twenty-five miles of railroad, forming four grand trunks, diverging north, south, east and west from the city of Houston, and afforded ample room for lateral roads when the wants of the country shall require them. The *Houston Telegraph* says: "These main arteries of trade will when completed, not only link the railway system of Texas with the vast network of railroads in the Northwest, and with those of the States east of the Mississippi, but, further, will bring through Texas the products of the wealthiest Mexican States in the onward course of civilization toward the Pacific Ocean."

THERE are now upon the lakes 132 steamers, 139 propellers, 234 tugs, 1,543 vessels, and 123 barges, constituting a total tonnage of 547,269 tons, and amounting in the aggregate to the value of \$17,537,440. Of this total number of 2,177 craft, 72 steamers, 122 propellers, 172 tugs, 1,283 vessels and 26 barges belong to American owners. The balance are the property of Canadians. In 1861 there were only 1,545 crafts of all kinds—valued at \$11,877,000—upon our inland seas.

It is proposed to construct a dam across the St. Lawrence river for the purpose of obtaining water power, as well as supplying the city with water.

There is a fall at the Lachine Rapids, just above the city, of twenty-five feet in the mile; the river is divided by a series of islands, and a dam can be built at the lower end of the rapids at comparatively little expense.

At the recent term of the Circuit Court held at Auburn, N. Y., Mary D. Sloan was awarded a verdict of \$12,000 against the Central Railroad Company for injuries which she sustained at the time of the railroad accident which occurred just east of Auburn a year ago last fall. Her spine was so badly injured that she has been in a helpless condition ever since the accident.

THE Supreme Court of Massachusetts, in the case of —agt., the Michigan Southern Railroad for back dividends upon the Preferred Stock of the Company, has decided in favor of the defendants. Under this decision, shareholders, who have refused the very liberal terms heretofore offered by the Directors, will get much less.

THE owners of the Illinois River railroad have decided that concern to the Peoria, Pekin and Jacksonville Railroad Company.

MONEY AND COMMERCIAL.

The condition of the market is not much different to that noted a week ago; there is, however, a growing ease, as compared with its condition a few weeks since. Collections are better and the supply of currency is more abundant. The drain of currency necessary to carry the pork to market has ceased, and the influence of the return flow is being distinctly felt; this, combined with the sluggishness of trade and the total absence of any speculative feeling, and especially if any security is felt in the future course of the government relative to finances, so that confidence in the stability of values will be revived, great ease in money will result. The wide extent of country covered by the snows of the past winter has given protection to winter grain, and every field that we have seen gives promise of a better crop of winter grain than we have had for many years. After all, it is from the ground that our increase of wealth must come, and out of the surplus products of the land that we must pay our great national debts.

Exchange is in moderate demand and the market firm at quotations:

	Buying.	Selling.
New York Exch.....	par	120@1-10 M. prem.
Boston.....	par	120@1-10 M. prem.
Philadelphia.....	par	120@1-10 M. prem.
Baltimore.....	1-10c dis.	par
New Orleans.....	1-10c dis.	30@33c prem.
Silver.....	29@32c prem.	39½@39¾c prem.
Gold.....	39	

The operations of the New York gold market is shown by the following table of daily fluctuations:

	Opening.	Highest.	Lowest.	Closing.
February 21.....	137½	138½	137½	138½
" 23.....	138½	138½	138½	138½
" 25.....	138½	138½	138	138½
" 26.....	138½	138½	138½	138½
" 27.....	139½	140½	139½	139½

Of the New York market on Tuesday, the *Tribune* says:

Money is quoted at 6@9 per cent on call, with loans on Government collateral at 5 per cent. The demand for money by stock houses is moderate, and speculators are in no degree impeded for want of money at low rates. The flow of currency toward the city continues, and lower rates for call loans are plainly in view. In commercial bills the rates are unchanged. The range is 6½@7 for best, and 7½@9 for good names.

Government stocks are firm, but the extreme advance on the old issues of 5-20s are not sustained, and lower rates were made on the 10-40s. The new issue of 5-20s of 1865 were steady at 106½. Border State stocks were lower, and Railway mortgages in demand at full rates. In the miscellaneous list little doing. The share market is generally lower. Atlantic Mail was pressed for sale, and touched 80, and closed at 86. Pacific Mail was also low. New York Central was firm. The rest of the list was weak, and there was no large dealings in anything except Fort Wayne, which fell 1½ per cent. After the call the market was dull and the dealings small. At the Second Board prices were steadier, but there was no disposition to buy freely. There was a disposition to sell Fort Wayne on time, in view of the annual meeting which takes place in March, when action will be proposed in regard to construction money. All the

stock devoted to this use is gone, and means must be provided in some form. It is supposed, also, that the rate of dividend will be reduced from 10 per cent, a step demanded without delay in the opinion of good railway managers. Stocks closed as follows: New-York Central, 103½@103½; Erie, 56½@56½; Hudson, 137½; Reading, 103½@104; Michigan Central, 107; Michigan Southern, 72½@72½; Cleveland and Pittsburg, 80½@80½; North-Western, 36@36½; North-Western Preferred, 65½@65½; Rock Island, 96½@96½; Fort Wayne, 94½@95.

The Pennsylvania Central Road earned in the year

1866.....	\$16,583,882
Expenses ordinary and extra-ordinary.....	12,790,969

Receipts net..... \$3,792,973

The capital of the Company is \$20,000,000. The mortgage debt is \$9,884,840, and other liabilities \$15,378,894, making an aggregate of \$45,263,734. The cost of railroad and branches is put down at \$13,500,000. In addition, the Company claims credit for the Harrisburg Railroad, \$1,882,550; Columbia Railroad and State canals, \$6,600,000; equipments of road, \$3,371,215; real estate and telegraph line, \$3,421,481; and extension of trunk line west to the Monongahela and east to the Delaware, \$2,121,157—making an aggregate of \$30,896,403. The Company presents other credits in bills receivable, stocks, bonds, etc., to the amount of \$15,217,742.

A NOVEL PROJECT FOR A CITY RAILROAD.—Four distinct plans for underground or covered railways are now before the New York State Legislature, and all of them have more or less of originality and advantage; but of these four the one which appears to be most favorably considered is what has been termed the "Bulkhead Railroad," the invention of John Bevin, of Hudson, N. Y. This system is especially designed for the relief of the crowded thoroughfares of New York City, by running underground tracks along the line of solid "filling" adjacent to the shores; the bed of the tracks being at an average depth of ten or twelve feet below the grades of the wharves, piers, and streets; and such roads are to have shafts or openings between the tops of the bulkheads and high-water mark; these shafts being set inclined, and serving to admit light and promote ventilation. The roof of the road is also made to form a surface for a wharf, pier, or street. One great advantage of this plan is that it does not interfere with business property, and is free from all obstruction of the streets or public thoroughfares.—*Artisan*.

OUR IRON RESOURCES.—The *American Mining Journal* remarks that our iron mines are comparatively neglected, while we import a great part of the iron we use from Europe, in face of the fact that we have iron resources sufficient to supply the whole world for centuries. Take as an example the Wyoming district, which comprehends not one-half of the Pennsylvania coal-field. In this district iron deposits abound, but are scarcely touched. Eleven thousand million tons of coal are estimated to lie buried there, dribblets of which are sent off to the Eastern cities to work iron imported from Europe, while the Wyoming coal-miners themselves receive scant wages.

OVER \$375,000 has been subscribed in aid of extending the Kansas City and Cameron railroad to the Iowa line.

SUSPENSION COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the long-stem package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2½ inches in width, and under. For Tickets over 2½ inches in width.

SIZE NO.	NO. OF FORMS.	PRICES.	SIZE NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St., Cincinnati, O.

G. W. FULTON,
Civil Engineer,
CONTRACTOR AND BUILDER OF

WIRE SUSPENSION BRIDGES Covington, Ky.

REFER TO JNO. A. ROEBLING, Esq.,
Chief Engineer Cin. & Cov. and Niagara Susp. Bridges.

TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON,
R. R. OFFICE, LOUISVILLE,
December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st of January, 1867, for the Graduation and Maintenance of over seventy (70) miles (in mile sections) of the Cincinnati branch of this railroad. The work is of an unusually desirable character for good contractors; the line accessible by steam at an I turnpike, and the country full of supplies. Profiles will be ready for examination on and after the 10th of January.

Payments for work done will be made monthly, in cash, and with the usual reservation.

References will be required from contractors not personally known and the company reserve the right to reject any bid not deemed to their interest.

I. M. St. JOHN, Chief Engineer.

KENTUCKY Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

THE CORK CAR SPRING COMPANY
OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,
Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

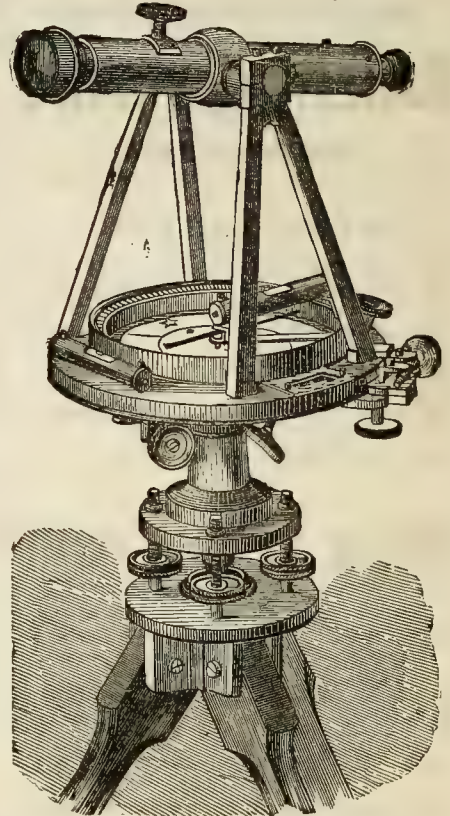
No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6½ " "	35 " "
3, 8 " " 11 " "	36 " "
4, 8 " " 9 " "	35 " "
5, 7½ " " 6½ " "	30 " "
6, 10 " " 8 " "	40 " "
7, 7½ " " 8 " "	35 " "

PHILIP S. JUSTICE, President

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ENGINEER'S
TRANSITS, LEVELS,
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OIL LANDS,

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Productive Wells all
around them.

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CINCINNATI.

JOHN BLAKELEY,
DEALER IN

WOOL & COTTON WASTE,

FOR RAILROAD & STEAMBOAT USE,

STEAM PACKING, ETC.

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WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H. & D. & M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C. & I. C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C. & I. J. R. R. College Cor., Ind.
J. M. LUNT, Sup't, C. & I. C. R. R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C. H. & D. R. R., Cincinnati.
J. H. WELLER, Ass't Sup't, D. & M. R. R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G. W. R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C. & I. J. R. R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., Indianapolis
[Aug. 2, 1866.]

THE STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

ocomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

however steam power is used; as at Machine Shops, Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use.

For Circs and other information, address,

STEAM SYPHON COMPANY,
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CINCINNATI.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

NOV. 19, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....		M.	8:30 P. M.
DAYTON.....	1	"	11:00 "
URBANA.....	1	M.	12:40 A. M.
GALLION.....		"	3:35 "
MANFIELD.....	4:15	"	4:25 "
MEADVILLE.....	12:45 A. M.		1:15 P. M.
Arrives SALAMANCA.....			6:15 "
OLEAN.....	6:38	"	7:55 "
HORNELLSVILLE.....	8:47	"	0:30 "
CANNING.....	10:40	"	12:16 A. M.
KEMIRA.....	11:12	"	12:52 "
OWEGO.....	12:33 P. M.		2:18 "
BINGHAMPTON.....	1:18	"	3:07 "
PORT JERVIS.....	6:27	"	8:10 "
NEW YORK.....	10:30	"	12:30 P. M.
Trains leave CLEVELAND.....	7:30 A. M.		7:00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

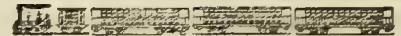
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at one of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from New York by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines. State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. B.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:00 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—EAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:22 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—EAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 6:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

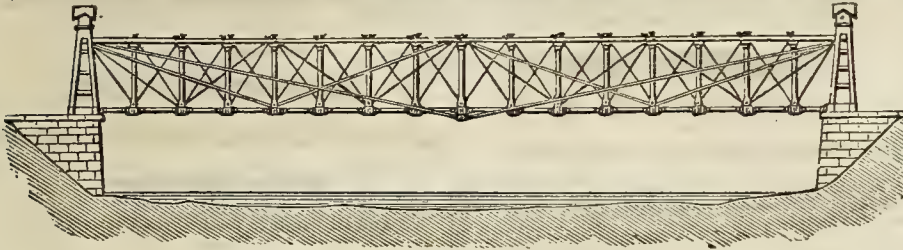
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and for the maintenance of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS.

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,

No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my11

Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent.

my11

MANUFACTURERS, IMPORTERS & DEALERS
—IN—
Railroad, Car and Machine Shop

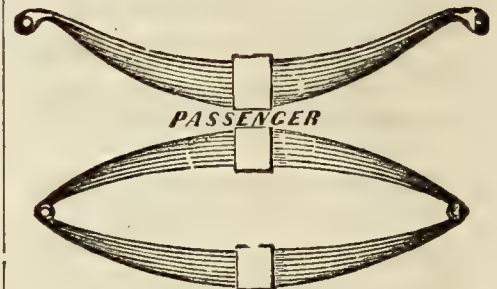
SUPPLIES,

—AND—
MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE

THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of
**ELLIPTIC AND SEMI-ELLIPTIC
SPRINGS,**

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg. Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton-Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Baromet House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply to the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago—advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front-street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. B. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

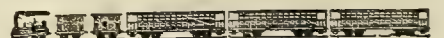
Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted). 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, MARCH 7, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
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" " six months..... 110 00
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Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.
EXPRESS MAIL..... 7:00 A. M. 10:00 P. M.
NIGHT EXPRESS..... 8:30 P. M. 8:10 A. M.

LITTLE MIAMI.

Morning Express..... 7:30 A. M. 7:55 P. M.
Milford Accommodation..... 8:25 A. M. 10:20 A. M.
Express Mail..... 8:00 P. M. 6:25 A. M.
Columbus Accommodation..... 3:50 P. M.
Lightning Express..... 8:00 P. M. 4:10 P. M.
Morrow Accommodation..... 5:20 P. M. 8:00 A. M.
Night Express..... 9:50 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express..... 7:00 A. M. 7:15 P. M.
Express Mail..... 9:20 A. M. 4:45 A. M.
Lightning Express..... 8:00 P. M. 9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.
Baltimore and Washington City
Express Mail..... 7:30 A. M. 5:00 P. M.
Baltimore and Washington City
Night Express..... 12:35 A. M. 5:50 A. M.
Marietta and Parkersburg Mail..... 7:30 A. M. 5:00 P. M.
Jackson and Portsmouth Mail..... 7:30 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation..... 3:55 P. M. 10:00 A. M.
Loveland Accommodation..... 5:45 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada..... 7:00 A. M. 10:00 P. M.
Toledo, Detroit and Canada..... 8:30 P. M. 7:10 A. M.
Richmond and Chicago..... 7:15 A. M. 11:55 P. M.
Richmond and Chicago..... 5:00 P. M. 1:50 P. M.
Bellefontaine and Sandusky..... 7:00 A. M. 10:00 P. M.
Bellefontaine and Sandusky..... 3:00 P. M. 10:30 A. M.
Indianapolis & Cambridge City..... 7:15 A. M. 10:00 P. M.
Indianapolis & Cambridge City..... 3:00 P. M. 10:30 A. M.
Dayton, Lima and Chicago..... 3:00 P. M. 5:40 P. M.
Dayton Accommodation..... 5:30 P. M. 10:20 A. M.
Hamilton Accommodation..... 6:30 P. M. 7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail..... 7:15 A. M. 10:00 P. M.
Connersville, Cambridge City and Indianapolis Express..... 3:00 P. M. 10:30 P. M.
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.
Chicago and St. Louis Express..... 7:00 A. M. 11:25 A. M.
Springfield & St. Joe Express..... 1:45 P. M. 4:40 P. M.
St. Louis & Chicago Express..... 7:00 P. M. 1:10 A. M.
Lawrenceburg & Brookville Accommodation..... 4:30 P. M. 8:40 A. M.
Harrison Accommodation..... 10:10 A. M. 2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville..... 8:00 A. M. 11:50 P. M.
Louisville, St. Louis & Cairo Ex. 8:00 P. M. 6:05 A. M.
Louisville Special Train..... 3:45 P. M. 9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail..... 7:30 A. M. 4:30 P. M.
Caboose Accommodation..... 4:30 P. M. 8:00 A. M.

KENTUCKY CENTRAL.

Morning Express..... 6:40 A. M. 10:55 A. M.
Evening Express..... 1:50 P. M. 6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express..... 7:30 A. M. 4:10 P. M.
Lightning Express..... 8:00 P. M. 5:25 A. M.

The Growth of the Country.

The European world was startled and astonished when it found out that China had some three or four hundred millions of people. It was utterly contrary to all European ideas, when Europe itself contained only two hundred and fifty millions. How could so many people live in China? Where could they be put? In fine, Europe did not believe half the story was true. But it turned out that in substance it was true. China had an immense population—hundreds of millions of people. There were cities of one to three millions each; there were thousands of people living in boats on the rivers; there were countless numbers of villages; but, then, China had been two thousand years steadily growing up to this magnitude of numbers without being broken up, as almost all countries had been, by successive convulsions. It was an example of how the human family will increase and multiply in a time of peace. Now, if our country were as densely populated as the average of the whole surface of China, it would contain *four hundred and fifty millions!* But if it were as populous as Italy, Belgium or England, it would contain a great many more.

We see, then, what this country may become in numbers if its prosperity should continue. But, numbers are not the test of power, as we see in the contrast between Europe and China. European civilization is dominant over the whole earth, and if it existed nowhere but in the United States, it would be. When we consider the growth of the United States, we are not considering the mere multiplication of numbers, but the expansion of the human intellect, the increase of moral force, the development of new ideas, and, in one word, the advancing influence of Christian Civilization. But, for the moment, let us see how the United States have grown. The following table will show the growth of the States and population since 1800, *disregarding the territory outside the States, and from which new States are formed:*

Epoch.	States.	Sq. Miles.	Population.	Density.
1800...	16	310,444	5,232,754	17
1820...	24	651,311	9,549,093	15
1840...	27	817,832	16,988,696	21
1860...	34	1,916,178	31,148,047	16

The density of population in China is more than ten times that of the United States in 1860, disregarding our vast Territories, so that in the thirty-four States of 1860 there may be readily three hundred millions of people!

Let us now see what there would be in the country if the population was brought up to the density of some of the States. The density of population in some of the older States is given in the table below; but we must observe that from these States there has been a constant migration, so that this table does not

really present a fair view of what even the natural growth of these States would be:

Massachusetts.....	157.83
Rhode Island.....	133.71
Connecticut.....	98.41
New York.....	84.36
New Jersey.....	80.77
Maryland.....	73.43
Pennsylvania.....	63.18
Ohio.....	58.54

Now, let us assume 100, or about the ratio of Connecticut, as the general ratio, and the present United States will have over two hundred millions of people!

Take, the five States under the Ordinance of 1787, viz: Ohio, Indiana, Illinois, Michigan and Wisconsin, comprehending 240,000 square miles, and they will, at the ratio of Connecticut, contain 24,000,000; and they will really reach that, at an early period. They contain 7,000,000 now, and in 1870 they will have 10,000,000.

But the growth of population is not only one form of the general growth, and we can only give examples in the most obvious forms.

Let us take now one of the practical arts, viz: Railroads. When our first epoch of population, in the above table came, (1800) there were *no* railroads. The next came (1820) and there were still *no* railroads; but in the third, (1840) there were a few miles of railroad, and since that they have advanced rapidly.

The following is a table of railroad progress for the ten years prior to 1860, viz:

	In 1850.	In 1860,
Maine.....	245 miles.	472 miles.
New Hampshire.....	465 "	656 "
Vermont.....	279 "	556 "
Massachusetts.....	1,035.74 "	1,272.96 "
Rhode Island...	68 "	107.92 "
Connecticut.....	413.26 "	603 "
New York.....	1,403.10 "	2,701.84 "
New Jersey.....	205.93 "	559.90 "
Pennsylvania...	822.34 "	2,542.49 "
Delaware.....	39.19 "	136.69 "
Maryland.....	253.40 "	380.30 "
Virginia.....	515.15 "	1,771.16 "
North Carolina..	248.50 "	889.42 "
South Carolina..	289 "	987.97 "
Georgia.....	643.72 "	1,404.22 "
Florida.....	21 "	401.50 "
Alabama.....	132.50 "	743.16 "
Mississippi.....	75 "	872.90 "
Louisiana.....	79.50 "	334.75 "
Texas.....	"	306 "
Arkansas.....	"	38.50 "
Tennessee.....	"	1,197.92 "
Kentucky.....	78.21 "	569.93 "
Ohio.....	563.27 "	2,999.45 "
Indiana.....	228.00 "	2,125.90 "
Michigan.....	342 "	799.30 "
Illinois.....	110.50 "	2,867.90 "
Wisconsin.....	20 "	922.61 "
Iowa.....	"	679.77 "
Missouri.....	"	817.45 "
California.....	"	70.05 "
Oregon.....	"	3.80 "

Aggregate.... 8,539.79 " 30,793 "

Thus the number of railroads in the United States increased in quantity from 1850 to 1860 the enormous amount of 22,000 metres,

or 275 per cent. on the amount in 1850. For the last six years, railroad construction has not advanced so rapidly; but we think full 5,000 miles of road have been made since 1860. Probably, at this time (1867), the whole amount of railroad in the United States is not less than 36,000 miles. In the States, where most miles of railroad are found is the Central West, there is a mile of road to every 25 square miles. In Ohio and Illinois, there is a mile of road to every 15 square miles. This is an enormous proportion, and if the same ratio were continued throughout the thirty-four States now in the Union, would give the prodigious amount of 130,000 miles of railroad! We may, therefore, safely conclude that railroad construction will go on almost as rapidly for many years to come.

We have given the growth of the country in only two lines of increase; but we might continue it through all the elements of society with almost the same astonishing result. The country grows, and will continue to grow at a most rapid rate.

The Southern Road.

[From the Cincinnati Commercial.]

EDS. COM.—What of the Southern Railroad? Will it be built? is the impatient enquiry which meets you on every hand—on change, in hotels, and on the street corners; and such it has been for twenty years and upward: but heretofore no well digested plan of movement had been devised. A line of road to connect ours with the Southern system, had to pass over a tract of undeveloped country of some sixty or eighty miles in extent—mountainous and in parts sterile. To provide the means to bridge this over was the knotty question, and was sought to be solved by the patient investigation of several clear headed and intelligent gentlemen of this city and the State of Kentucky, who after careful survey and estimates came to the conclusion that a contribution or bonus of at least two millions of dollars would be necessary to induce disengaged capital to take hold of and construct the work. Half of this sum it was concluded the interests north of the Ohio river, in view of the benefits which the improvement would confer upon us, should furnish, and the interests in Kentucky and the South the other half. Several of our leading citizens moved by an enlightened appreciation of the scheme, at once engaged in canvassing for this bonus and secured contributions amounting to upward of \$900,000, and expressed the confident hope, that with a reasonable prospect that the work would be carried forward, the other \$100,000 would be raised.

The gentlemen who contrived this scheme were most of them railroad men, and knew that an extended and connected line between important points, as against detached and isolated sections of the same line, managed, as they usually are, by separate and sometimes antagonistic interests, finds more favor with capitalists than do roads built in detached sections. Their first aim, therefore, was to adjust the scheme on this enlarged scale. They proposed a connected road under our management from the Ohio River, opposite Cincinnati, to some point in East Tennessee, at or near Knoxville or Chattanooga or whatever other point in that State that would secure a thorough and direct connec-

tion with the Southern system of roads, that the capital which might adventure in its construction should indicate.

The interests of the Kentucky Central road so manifestly harmonize with this scheme that the gentlemen who got it up approached its managers at once, confident that a fair and honorable arrangement would be accorded, either by sale to the proposed new organization, a consolidation, or a perpetual lease.

At first they were met in a cordial spirit, with an assurance that no obstacles existed to a satisfactory arrangement. At the same time, they were urged to press forward in the canvass for this bonus. As this progressed, suggestions were given that the latter movement would be much accelerated if terms were offered which could be honorably accepted. To these hints responses were made that owing to the peculiar tenure by which the property of the Kentucky Central was held, it was out of the power of the management to submit a definite proposition then, but that the determination was, that when made, it should be satisfactory. Thus it stood for many months—the people north of the Ohio, as well as those of Kentucky, interested in the road, meanwhile awaiting the decision of these parties; but no proposition came, nor was it possible to draw one from them, excepting this from parties remotely connected with that work; that they (doubtless meaning those who managed the Kentucky Central) could take control of this bonus, and that, also, which was being raised in Kentucky, and appropriate it in the extension of their road!

The appropriation of this bonus, raised north of the Ohio River, is intrusted to a Board of Trustees, by the terms of the subscription, to be applied according to their best discretion. It was believed that the judgment of the contributors would revolt at such an appropriation, so the parties directing this movement determined to make application to the Legislature of Kentucky, then soon to assemble, for an independent charter from the Ohio River to a suitable point on its southern line, to form a connection through to East Tennessee with the Southern system of roads.

This proposition has been met before that body by a most stubborn opposition, with all the appliances available for such a purpose, and it is believed that this hostility is traceable almost entirely to the Kentucky Central road.

Now, the question arises here, can it be that interests so important as those to be affected by the success or failure of such a work as this long projected road, so vital to one of the finest sections of the State; and when means are tendered for its construction with so liberal a hand by those residing beyond her borders, shall be thwarted and defeated by such unmitigated selfishness? Can it be that so enlightened a body as the Legislature of Kentucky is to be influenced to withhold from her citizens the privilege to construct for themselves a work of such admitted and paramount necessity? (a failure to accomplish which, at this time, would postpone it indefinitely,) and this, too, at the bidding of an interest which is itself alien to her soil; for be it known that the largest interest of the Kentucky Central is held beyond her borders. Will that body withhold this charter?

The wish is general with both the North and the South, and the time has come for a more intimate mingling of our people. It will most assuredly rub off the rough edges

and sharp corners in both sections, to mix and mingle; to traffic; to take each other by the hand and look in each other's faces, will certainly, in time, if not immediately, make us homogeneous. Shall, then, the selfishness of a soulless corporation keep us apart, and perpetuate that hostility and bitterness which, in later years, have been productive of so much evil to us all?

In the foregoing may be found, in part, at least, an answer to the question propounded in the opening of this article—"What of the Southern road—will it be built?" S H. G.

The initial signature of the above clearly indicates its origin, and shows from what stand-point the information and views are derived.

We will make a few suggestions that may be of service to the "few gentlemen" who own the railroad extending from Lexington to Nicholasville, and the work done beyond, with a charter to the State Line.

In the first place, they have made no progress with their work since the ownership passed into their hands, and apparently do not propose to, until they secure this end of the route by tying up the Kentucky Central to the small end of their small tail, or getting what they think will be equivalent to doing so in the shape of an amendment to their charter enabling them to construct a competing line to the Kentucky Central to the Ohio River. This they will not get this session, in our opinion. We think we are sufficiently acquainted with the temper of the Kentucky Legislature to say that they will not consent to sanction the competing route, as it is not believed that it is intended to be built—only to be used as a means of bringing the already existing line into their own terms of surrender; and the Legislature are not disposed to sacrifice one set of capitalists for the mere purpose of elevating another.

We have made special inquiry, and are justified in saying that fair terms can be obtained of the Kentucky Central for the sale of their road; that, too, at much less rates than the competing line can be constructed for, or their property put in the shape in which it is now.

It is a very poor argument for the owners of thirteen (13) miles of railroad, who are occupying the way (Dog in the Manger fashion) and got up this "scheme" that they can build their road the entire distance across the State of Kentucky more easily than they can build it half-way. There are not many who can appreciate it; there are some persons who are so dull of apprehension as to suppose and believe that the owners of the thirteen (13) miles do not intend to build anything beyond their present *termini*, either way; but having "harmonized" this "scheme," "the gentlemen who got it up" intend nothing further than to "harmonize," and thereby make a "big thing" out of it.

In the meantime, Cincinnati is duped, and will suffer other interests to "head her off;" for while we are talking about our "Southern roads," other people are building theirs.

Railroads in Ohio.

FAST FREIGHT LINES AND EXPRESS COMPANIES.

In the Senate of Ohio, last week, Mr. BATEMAN, from the Select Committee on Railroads, presented the following reply to the memorial of S. S. L'HOMMEDIU, Esq., the President of the C. H. & D. and the At. & Gt. Western Railroads:

A memorial and representation having been made by S. S. L'HOMMEDIU, President of the Cincinnati, Hamilton & Dayton Railroad Company, to the General Assembly, received and ordered to be printed by the Senate, complaining of unfairness to the officers and companies under his charge, and misstatement of facts relating to them in the report of the Special Committee on Railroads, we deem it proper to make the following answer:

We made examination into the management of the Cincinnati, Hamilton & Dayton, Dayton & Michigan, and Atlantic & Great Western Railroads, in the same manner, and for the same purpose, that the examination of the management of other roads was made, and were careful to guard against the dangers of partiality or injustice. In taking the testimony, we took that of Mr. L'HOMMEDIU last, furnished him all the testimony taken in relation to his roads, allowed him time to make full and deliberate answer upon investigations. Upon re-examination of Mr. Moores, we allowed him to make answer prepared in writing thereto. The whole of the evidence is printed with the report of the the Committee; and if the explanation made by Mr. L'HOMMEDIU is not sufficiently full or satisfactory, it is no fault of your Committee.

We have been as considerate in the preparation of our report as in taking the testimony, concerning the affairs of the roads under Mr. L'HOMMEDIU's charge, especially as to transactions bearing upon his personal conduct and that of his subordinate officers, as will appear by reference to the testimony. The Great Eastern Dispatch was organized by Julius Henderson, son, and W. T. Williams, step-son of D. C. Henderson, to whom was secured one-third interest in equal shares; S. S. L'HOMMEDIU, to son, S. S. L'HOMMEDIU, Jr., and son-in-law, J. J. Slocum, one-third interest was secured in equal shares; and the cash advanced therefore by S. S. L'HOMMEDIU, and Daniel McLaren and J. R. Reed, for each of whom one-sixth interest was taken in the names respectively of Slocum and Williams, and the partnership was known as Williams & Slocum. The Dispatch operated almost exclusively over the Cincinnati, Hamilton & Dayton Road, and roads leased by it, of which Mr. L'HOMMEDIU was President.—Mr. McLaren was Superintendent, and Mr. Reed Freight Agent—persons originally controlling, or in fact owning, a two-third interest in the Dispatch. It operated in direct competition with and secured business eastward otherwise going over the Atlantic & Great Western Railroad, of which D. C. Henderson was through freight agent, Mr. L'HOMMEDIU, President, and Mr. McLaren, Superintendent; persons originally controlling, or, in fact, owning, a one-half interest in the Dispatch. This Dispatch was organized at the time of the existence of a contract between the Cincinnati, Hamilton & Dayton and Atlantic & Great Western Railroads, in which the former contracts to deliver the Eastward bound freight it controls to the latter at Dayton. This Dispatch, therefore, operated to destroy, to some extent, the business of the A. & G. W. Road,

It is it was the duty of Mr. L'HOMMEDIU to whittle; to defeat the contract involving the power of one company and the rights of another, which it was his duty to preserve and obtain; and it was interested in absorbing the profits of the Cincinnati, Hamilton & Dayton Road, which it was his duty to guard. It is difficult to conceive of a case of more thorough complication of inconsistent interests and duties, yet we alluded to only a portion of their circumstances, and did not mention Mr. L'HOMMEDIU's connection with them in our report.

Mr. L'HOMMEDIU, in connection with Dean Richmond, reorganized a propeller line on Lake Erie, between Buffalo and Toledo, in which stock was taken by Mr. L'HOMMEDIU, McLaren and Mr. Griffiths, and by a contract with the C. H. & D. and D. & M. roads, the propeller line and the New York Central established a through freight route between Cincinnati and the East. This through route necessarily operates in direct competition with the A. & G. W. Road, of which Mr. L'H. is President, Mr. McLaren, Superintendent, and Mr. G. Through Freight Agent. In our report we did not allude to the matter.

These examples are sufficient to show that Mr. L'HOMMEDIU has no cause of complaint against the Committee as to their treatment of him, either in their examination or report.

He had as little cause to complain of the statements of facts or conclusions in reference to the operations of the Great Eastern Dispatch contained in their report.

1st. The first inaccuracy complained of is the statement that the C. H. & D. charged the Great Western Dispatch \$20 per car of eight tons from Dayton to Cincinnati, and for all excess over eight tons, Mr. L'HOMMEDIU says in his testimony: (Report, page 147) "The Great Western Dispatch Company also have a car load rate over the C. H. & D. and A. & G. W. road of eight tons westward bound freight, for which they pay, &c." Mr. Reed, Freight Agent of the C. H. & D. road, says: (Report, page 132) "Their (G. W. D. Co.) freights are carried by the car load; the rates are made up in the East, what they pay is governed by the rates on first-class freight in the East—They pay about \$20 per car from Dayton."

If this testimony is to be believed, it is difficult to discover the inaccuracy of the report. If claim has not been made of the G. W. D. Company for any excess over eight tons it has carried, the rights of the road under the contract have been neglected.

2d. Mr. L'HOMMEDIU complained that we did not accept his opinion that the Great Eastern Dispatch increased the business of the C. H. & D. and D. & M. roads. We did not do so, because, in our judgment, it had not the slightest support from any of the facts brought to the knowledge of the Committee. We were convinced, and we think the evidence shows that the G. E. D. obtained its business by intercepting the traffic naturally passing over the C. H. & D. and D. & M. roads, upon connecting lines of transportation, before reaching them. It is a very significant commentary upon the degree of credit that should be ascribed to this opinion, that notwithstanding the alleged large and economical increase of business secured to the roads through the agency of the Dispatch, the Board of Directors, with the approval of Mr. L'H., after investigation last fall, promptly abolished the line and wholly terminated its business on the roads on the first of January of this year.—If so largely profitable as represented by President L'HOMMEDIU, the speedy termination of the contract by order of the directory

(on their attention being drawn to the subject by the exposition of the Committee) is a most unfortunate commentary on the management of the affairs of the Company.

3d. We neither stated directly nor by fair inference in the report that the Dispatch carried any of the local freight between Toledo and Cincinnati. It is nevertheless true, as the evidence fully shows, that the Dispatch secured to its credit fully one-half of all the freight passing over the line from Toledo to Cincinnati and from Cincinnati to Toledo.

Mr. Wilson, the book-keeper employed by the Special Committee of the Stockholders of the Cincinnati, Hamilton & Dayton Road, shows in his evidence (Report, page 129), that of 4,075 car loads shipped from Toledo to Cincinnati, between July 1st, and December 31st, 1865, a period of six months, the Dispatch controlled 2,558 cars, being over five-eighths of the whole number. This accords with Mr. Reed's statement (Report, 133). It is true that, after having given his evidence, Mr. Reed stated to Mr. Bateman, of the Committee, that no portion of this freight, so far as he knew, was obtained in the city of Toledo, that being considered local freight. This is perhaps true. The issue raised by Mr. L'H. in reference to it was wholly unnecessary, inasmuch as it was not asserted by the report of the Committee.

4. The statement of the Committee taken from the testimony of McMorris, (Report, 131), one of the committee of the stockholders of the C. H. & D. road, is not disputed by Mr. L'H. Notwithstanding the accession of the business of the A. & G. W. road, a direct through route to New York, and the Chicago & Eastern, a direct through route to Chicago, for the years ending March 31, 1865 and 1866, there was an actual average loss in the net earnings of those two years over the year 1864 (report 131).

5. As to the creation of \$500,000 of new stock by the C. H. & D. road, Mr. L'H. presents another unnecessary issue. We did not give or attempt to give the reason of the issue of that stock. Our statement was that the C. H. & D. Road having for some years previously paid cash dividends, "at the end of the first business year after the Dispatch went into operation paid the usual dividend to the stockholders with a portion of the stock so issued." The failure of cash dividends and the compensative earnings of the roads were legitimately referred to as indications of the effect in part of the Dispatch upon their income.

6. The memorial of Mr. L'HOMMEDIU contains the following extraordinary statement:

"The Dispatch Company and those connected with it, as shown in the testimony given before the Committee, invested as follows:

Each party 2,500.....	\$15,000
Wharf boat.....	30,000
	<hr/> \$45,000

Mr. L'H., in his testimony, (Report, 145-6,) also says:

"In further consideration, for the car load rate, a wharf boat, costing about \$30,000, is provided and maintained without expense to the railroad company," &c.

The wharf boat had no more connection with the Dispatch than a steamboat on the river that received freight from it for transportation or a commission house that may have received it for storage. In the contract between the Cincinnati, Hamilton & Dayton Road and the Dispatch Company there is no reference to a wharf boat, and no obligation assumed by the Dispatch to provide one. The

only fact that could impart the slightest color to this statement of Mr. L'Hommedieu is that two of the four original proprietors of the wharf boat owned one third interest in the Dispatch for a time. (McCoy Report, 143; Williams Report, 142.) We have already stated that the Dispatch Company was originally composed of six partners having equal shares, by Messrs. Williams, Slocum, Reed, L'Hommedieu, Jr., Henderson, Jr., and McLaren.

The Wharf boat Company was originally composed of Messrs. D. C. Henderson, Williams, Reed and McCoy, partners in equal shares. Williams and Reed were partners in the Dispatch—the latter, however, retiring from it after the lapse of eighteen months, leaving Williams alone of the wharf boat firm connected with it. The only business in which the wharf boat and Dispatch were connected was in draying, each owning one-half of the horses and drays, and receiving one-half of the profits of drayage. The Dispatch Company furnished none of the conveniences, and received none of the profits of the wharf boat. McCoy 143-4, Williams 139, 142, was the statement of Mr. L'H., made in the testimony and repeated in the memorial—the result of ignorance or inadvertence, for there is no conceivable sense in which it is true.

Mr. L'Hommedieu is as much in fault about the remaining item of investment. The amount paid in by the partners was indeed \$15,000 but of this sum \$9,000 was never invested, but kept "to pay charges and losses, if any." The actual investment by the Dispatch was \$6,000. [Williams, 139].

Mr. L'Hommedieu says that the profits of the Dispatch are not as large as stated by the Committee in their report. What result the manipulation of accounts made since the examination of the Committee was completed may produce, we cannot say; but our statement was precisely conformable to the statement made by Mr. L'H. and the witnesses, submitted with the report. Messrs. Reed and McLaren, holding a third interest, retired at the end of eighteen months, with a profit upon their investment of \$43,000, making an aggregate for all of \$129,000. [Williams, 140.] Mr. L'Hommedieu says, page 146, "At the same time the Dispatch Company has been well paid for its services and outlay, making, as I am informed, at the rate of \$80,000 per year." At this time there was no pretense or claim made that any considerable portion of these profits was derived from other sources than their car rate over the Cincinnati & Toledo line.

Mr. L'Hommedieu says, again, that the Dispatch paying to the road fourth-class rates, carried freights of which 90 per cent. was fourth-class. On the contrary, Mr. Wilson, who examined the way bills of the freight actually carried, says (page 126) that "full half of it was higher class freights, the lowest rate of which is double the rate of fourth-class freight." Mr. L'H. (page 146) alleges as one of the results of the Dispatch that it had "received more first, second and third-class freight than the company had previously been able to obtain." Can it be that more than 90 per cent. of the *through* freight business of the Cincinnati & Toledo and Cincinnati & Dayton lines was fourth-class? This will surprise the freight men of the country.

It will be seen from the above review of the complaints of Mr. L'Hommedieu that there is very little ground to justify the deep sense of injury that is professed. The sensitiveness must proceed from other causes than any actual injustice done to him by the Committee.

So far, on the other hand, from disparaging the C., H. & D. Road itself, the Committee regarded it with admiration and confidence, with the advantage of its location between two cities, through the most populous and highly cultivated region of the West; of its tributaries, bringing traffic from every point of the compass, without the expense of soliciting agencies, and with proper management, its stock must be among the most profitable investments, and its resources and credit the most ample and undoubted.

WARNER M. BATEMAN,
JAMES C. HALL,
S. WILLIAMSON.

FRENCH RAILWAY RECEIPTS.—It appears from an official report that the total traffic receipts on the French railways, 8,747 miles in length, for the nine months ending the 30th of September last, amounted to £17,808,444, against £18,464,504, on 8,251 miles, in the corresponding period of 1865, showing an increase of £1,343,980, or 8.16 per cent. The total receipts on the new lines, included above amounted, on 3,944 miles, to £3,838,012, against £3,402,959 for the corresponding period of 1865, on 3,511 miles, showing an increase of £435,053. The total receipts on all the lines for the first quarter of this year amounted to £5,472,172, for the second quarter to £5,925,474, and for the third quarter to £6,410,797, against £4,826,887, £5,529,140, and £6,108,477 respectively in the corresponding quarters of 1865, showing an increase in the 1st quarter of £645,285, in the 2nd quarter of £396,334, and in the 3rd quarter of £302,320, making together £1,343,980. The traffic receipts on the old lines for the nine months amounted, on 4,803 miles in length, to £13,970,492, and for the corresponding nine months of 1865, on 4,740 miles, to £13,051,545, showing an increase of 63 miles in length and of £908,947 in the receipts. The traffic receipts on the old and new lines for the nine months averaged £2,036 per mile; on the old lines £2,908 per mile, and on the new lines £974 per mile, against £1,995, £2,755 and £969 respectively in the corresponding period of last year, showing an increase per mile on the average of the old and new lines taken together of £41 per mile, on the old lines of £153 per mile, and on the new lines of £5 per mile.

NEW RAILROAD PROJECT.—Among the numerous railroad projects now being urged upon the General Assembly at Springfield, is one called the "Illinois Southwestern Company." The act, if passed, will authorize the construction of a railroad from some suitable point on the Chicago branch of the Illinois Central Railroad, say Mason or Kimmundy, or any intervening station, to the Ohio River. The road will pass through the Counties of Clay, Wayne, White, &c. A glance at the map will show at once the importance of the road to Chicago and her people. The splendid timber and delicious fruits of South-eastern Illinois would find by this road an appropriate outlet; and the inhabitants of that land of corn, pork and tobacco would become our near neighbors and first-class customers. The road would be a rich tributary to the Central Railroad. The incorporators propose to build the road by contributions from individuals and corporations along its proposed line.—*Western Railroad Gazette.*

The City Council of Indianapolis have donated \$50,000 to the Indianapolis and Cincinnati Junction Railroad.

Pennsylvania Railroad.

ANNUAL REPORT OF THE PENNSYLVANIA CENTRAL

The twentieth annual report of this road was laid before the stockholders at the annual meeting on Tuesday last. The report shows the capital of the company to be \$20,000,000. The mortgage debt is \$9,884,840, and other liabilities \$15,378,894, making an aggregate of \$45,263,734. The cost of railroad and branches is put down at \$13,500,000. In addition, the company claims credit for the Harrisburg Railroad, \$1,882,550; Columbia Railroad and State Canals, \$6,600,000; equipment of road, \$3,371,215; real estate and telegraph line, \$3,421,481, and extension of trunk line west to the Monongahela and east to the Delaware, \$2,121,157—making an aggregate of \$30,896,403. The Company presents other credits in bills receivable, stocks, bonds, &c., to the amount of \$15,217,742. The gross earnings of the road, and of the roads worked in connection with it, except the Philadelphia and Erie road, for the past year, are \$16,583,882, and the total expenses, ordinary and extraordinary, \$12,790,969—leaving an excess of \$3,792,913. The whole number of passengers carried in 1865 was 2,861,836, and during the past year 2,073,508. The average distance traveled by each passenger was 52 miles, and the previous year 71½ miles; this difference being due to the larger amount of through travel and troops in 1865. The freight carried was 3,452,718 tons, embracing 1,413,481 tons of coal. The increase in the coal traffic is 338,424 tons, and the whole tonnage of the road exceeds that of 1865, 653,908 tons, or nearly 25 per cent. The working expenses were 64 per cent. of gross receipts on the Company's roads. The Company's canals in the year earned \$297,867, against \$181,015 for 1865. The expenses were \$238,408—showing a net profit of \$64,429.

FAST FREIGHT LINES.

The following pointed remarks in vindication of the necessity for *fast freight lines*, have a peculiar applicability at the present time:

The report says:

In their last annual report, your Directors referred to the introduction of express freight lines upon your railway as a new feature in the policy of the Company, and one which had heretofore been opposed by its officers as unnecessary to the efficient conduct of the transportation departments of the trunk lines. While these views remain substantially unchanged, they are quite clear that the introduction of these lines upon the Pennsylvania Railroad—after every effort had been made to secure their withdrawal from rival lines—became not only a necessity, but a duty which the Board owed to the shareholders. A failure to make use of this weapon, so dexterously and persistently used by our competitors in various forms to promote their interests, would have shown as little foresight as would have been attributed to the General Government if it had failed to meet the preparations known to be in progress upon the Merrimac, by the building of a more efficient iron-clad.

From the statistics of the Company, it appears that the ordinary freight business of the road has continued to grow in its usual ratio since the introduction of these freight lines, showing that their sustenance is abstracted from the business of similar organizations that exist upon rival routes whose competition they were introduced to meet—

gaining for this Company a business not heretofore enjoyed by it, and which could not be secured by any other means.

It also appears from the same sources, that the freights brought to the road by these lines pay to the Company better net rates than is derived from any other portion of the Company's through business. The success of these lines, in collecting and distributing freight through the West, has been largely due to the inability of many of the Western railways to supply cars to sufficiently accommodate the through traffic originating along their own and connecting roads, and in consequence, the traffic has heretofore sought rival avenues whose equipment was sufficient to furnish the means for its transportation.

Under existing contracts between this Company and the freight lines, it seems that the only point it is necessary to solve, is whether the rates charged for this freight by the railroad companies can pay and preserve the full efficiency of their organizations? As at present advised, the directors are disposed to believe that they are, and that the interests of the Company would suffer great damage by their withdrawal from its service, while such lines, or other organizations to effect the same objects, are maintained upon competing routes.

The chief element of profit of these freight lines has been in the margins paid to them above the ordinary railroad rates by merchants disposed to patronize a medium of transportation where the responsibility is direct, immediately accessible, and undivided from the point of shipment to the point of delivery of their merchandise; rather than a line made up of various railway corporations of whose responsibility they are not familiar. Advantages such as are afforded by these organizations cannot, for obvious reasons, be fully accorded to shippers by any railway company.

That the enterprise has proved successful to its proprietors, in view of the large amount of capital ventured in an untried field, should be a matter of gratification to the shareholders of the Pennsylvania Railroad Company, whose interest it was intended to, and has, so largely promoted. This success is mainly due to the thorough knowledge of the freight business possessed by those to whom the control of these organizations was first intrusted, and their comprehension of the means required to achieve the objects of their creation, united to a disposition and ability to embark whatever capital was required to secure favorable results to this Company and themselves. In other hands it might have proved a failure.

The Board has deemed it important to say this much in explanation of their action upon a subject which has met with considerable animadversion from the captious, and to assure the shareholders that under its contract it has entire control of these organizations; and as long as their operations conduce to your interest they will be maintained; if otherwise, they will be abolished.

MINERAL RESOURCES OF ITALY.—It is apparent that the Italian Government is both anxious and willing to give its support to the development of the mineral riches of the country. In the year 1866 alone 15 concessions for mining have been granted. Six for iron mines, one copper, one gold, one lignite, one sulphur, two lead, and three for petroleum.—Seven very important petroleum deposits have been discovered in the southern part of the province of Naples.

Union Pacific Railroad.

ITS CONNECTIONS AND DISTANCES BETWEEN PRINCIPAL POINTS, AND CHIEF ELEVATIONS ABOVE THE SEA LEVEL.

From a recent report made to the Secretary of the Interior by Col. T. J. Carter, one of the Government directors of the Union Pacific Railroad, we take the following list of roads connecting with the main line of the Pacific road, together with the principal points from Omaha and San Francisco:

	Miles.
South branch of the Pacific road, from Wyandotte, via Lawrence, Fort Riley and Denver to Junction at base of Rocky Mountains.....	713
From Wyandotte, via Leavenworth, St. Joseph and Council Bluffs branch Union Pacific Railroad to Rocky Mountains.....	699
From proposed connection with Union Pacific railroad, at or near Omaha, via Cedar Rapids and Clinton, Iowa, to Chicago.....	502
From same, via Rock Island to Chicago.....	492
From same, via Burlington, Iowa, to Chicago.....	505
From same, via St. Joseph and Kansas City, to St. Louis.....	468
From same, via St. Joseph and Macon, Mo., to St. Louis.....	421
From same, via St. Joseph and North Missouri extension, to St. Louis.....	452
From same, via Chicago, Sarnia and Montreal, to Portland.....	1,643
From same, via Chicago, Detroit, Suspension Bridge and Albany, to Boston.....	1,522
From same, via Chicago, Toledo, Cleveland, and Dunkirk, to New York.....	1,450
From same, via St. Joseph, Quincy, Springfield, Ill., Fort Wayne, Pittsburgh and Allentown, to New York.....	1,386
From same, via St. Joseph, St. Louis, Indianapolis, Columbus and Pittsburgh, to Philadelphia.....	1,419
From same, via St. Louis, Cincinnati and Parkersburg, to Washington.....	1,320
From same, via St. Louis, Cairo, Corinth, Atlanta and Augusta, to Charleston, S. C.....	1,466
From same, via St. Louis, Cairo and Columbus, Ky., to Mobile.....	1,099
From same, via St. Louis, Cairo, Memphis and Jackson, to New Orleans.....	1,210
From same, via Union Pacific Railroad and branch, to Denver.....	630
From San Francisco, via Omaha, to St. Louis.....	2,311
From San Francisco, via Omaha, to Chicago.....	2,362
From San Francisco, via St. Louis, to New York.....	3,385
From San Francisco, via Chicago, to New York.....	3,291
From San Francisco, via St. Joseph, St. Louis and Cincinnati, to Washington.....	3,210
From San Francisco, via Chicago and Harrisburg, to Washington.....	3,233

DISTANCES AND ELEVATION.

The following table shows the distances between, and the elevation above the level of the sea, of the principal points on the Union Pacific railroad from Omaha to San Francisco:

	Distance Above sea in miles.	level.
Initial point on Missouri River, (Omaha).....	0	965
One Hundredth Meridian....	247	9,504

Base Rocky Mountains.....	517	6,019
Summit Evans' Pass.....	548	8,242
Laramie River.....	578	7,175
Summit Rattlesnake Pass...	613	7,560
North Platte.....	667	6,695
Bridger Pass.....	690	7,534
Green River.....	820	6,092
Reed's Summit.....	910	7,556
Salt Lake City.....	1,035	4,286
Cedar Mountains.....		4,604
American Desert.....	1,161	4,480
Humboldt Mountains.....		6,125
Humboldt City.....	1,243	5,220
Truckee River.....	1,526	
Nevada and California State Line.....	1,560	
Summit Sierras.....	1,620	7,042
Western base Nevada Mountains.....	1,709	
Sacramento City.....	1,716	(tide-water)
San Jose.....	1,836	(tide-water)
San Francisco.....	1,850	(tide-water)
Omaha, via Union Pacific railroad and branch, to Denver.....	630	5,302

Col. Carter reports the road already in operation 305 miles west from Omaha—a total distance of 807 miles from Chicago, and 1,706 from New York city. In addition to this, 212 miles are under contract to be constructed and opened this year, making the whole distance of railroad communication west from Chicago, in 1867, 1,019 miles. When the bridge across the Missouri, opposite Omaha, is completed, (which, it is expected, will be the case before the close of the year), thus connecting with the road already completed to Council Bluffs, the line from New York, via Chicago, will be continuous and without break.

The Central Pacific railroad of California is already completed and in running order a distance of 93 miles from Sacramento eastward, and it is expected that 100 miles more will be constructed before the close of the year. This, with the portion to be constructed east of the mountains, will make the total length of completed road over 700 miles of the 1,716 miles between Omaha and Sacramento. From the progress made during the past two years, there is good reason to believe that the remaining 1,000 miles will be completed by 1870, thus making railroad communication between the Atlantic and Pacific complete.

HEAVY PURCHASE OF LAND BY THE UNION PACIFIC RAILROAD COMPANY.—The Council Bluffs *Nonpareil* of January 19th, says:

"Some considerable excitement was created in our city yesterday over the report, seemingly authentic, that the U. P. R. R. Co. have quite recently purchased a large tract of land lying immediately west and south of the city limits of Council Bluffs. The Board of Directors of this Company are now in session in New York city, and the fact that they have made the selection of this land, (covering, as it does, near one thousand acres) upon which they design erecting their mammoth transfer depot, such as will be required at the initial point of the great railroad of the world, is almost conclusive evidence that their bridge across the Missouri River will be at this point. Such location of the bridge would render much more practicable the 'Ox Bow Route,' of which everybody has heard, and which the Omaha people have so often voted a nuisance. The point referred to is on a direct line about four miles south of Omaha."

Lebanon Valley Branch Phil. and Reading Railroad.

Statement of its business, revenue and expenses, for the year ending November 30th, 1866:

BUSINESS—Passengers, total number.....	349,137
Passengers, total number miles traveled.....	10,284,292
Passengers, equal to in through passengers (54 miles each).....	190,450
MERCHANDISE.—Anthracite coal, westward.....	169,988
Anthracite coal, eastward.....	3,080
Bituminous coal eastward.....	320,903
Live stock.....	81,416
Grain.....	26,451
Flour.....	8,129
Iron ore in both directions.....	126,365
Pig iron.....	40,110
All other freight of every description.....	156,776

Tons of 2,000 lbs..... 933,218

REVENUE.—On Lebanon Valley Branch exclusively:

From coal and merchandise generally.....	\$771,243 67
From passengers.....	288,295 66
From transportation of U. S. mail.....	5,400 00
From transportation of express matter and other sources.....	6,804 50

\$1,071,743 93

In addition to the above revenue, the following amount was received from that portion of the same merchandise and passengers which passed over the main line of the Reading R. R.:

From 633,045 tons coal and merchandise.....	\$508,395 00
From 36,649 passengers.....	34,816 47

\$543,211 47

Expenses, including total cost of working Lebanon Valley Branch:

Running account—Passenger and freight trains.....	\$349,478 27
Depot account—Engines and hands at depots and water stations.....	20,631 68
Superintendence account—Salaries of all agents.....	17,962 04
Office account—Stationery, printing, etc.....	6,597 02
Roadway account—Maintenance of track.....	100,651 20

\$495,320 21

All above items of business, revenue and expenses are included in the statements of similar character of the Philadelphia and Reading Railroad Company.

The cost of the Lebanon Valley Branch to the Philadelphia and Reading Railroad Company is charged, in the Treasurer's account.....

Earnings for the year 1866.....	\$4,548,878 57
Operating expenses \$495,320 21;	
net earnings (46 per cent).....	1,071,743 93

The *Mining Register* says: From this exhibit it will be perceived that the Lebanon Valley Branch earned, in 1866, *twelve and a half per cent.* upon its cost. But the Philadelphia and Reading Railroad Company also earned on their main line, on freight and passengers carried from and to points on the Lebanon Valley Branch, \$543,221 47.

The Lebanon Valley Branch therefore, is, financially considered, a source of profit, direct and collaterally, to the parent company. And when, in addition to its revenue produc-

tiveness, the Lebanon Valley Branch is credited with the strategic consequence which attaches to it, as an auxiliary reaching out west to the Susquehanna at Harrisburg, with tributaries and feeders of its own to ore hills at Cornwall and coal mines at Pine Grove, its importance gives it distinction as a constituent part of a potential transportation machine, capable of indefinite enlargement.

Western Union Railroad Company of Wisconsin.

A dispatch from Springfield, Ill., of the 1st of February, states that "the bill to authenticate the incorporation of the Western Union Railroad Company, and its consolidation with the Racine and Mississippi Railroad, now known as the Western Union Railroad Company of Wisconsin, and grant rights of transportation by water, passed the House this forenoon." This bill provides that:

All acts and agreements of consolidation hereafter made and entered into between the Western Union Railroad Company of Illinois, and the Western Union Railroad Company of Wisconsin, and also between the Western Union Railroad Company and the Northern Illinois Railroad Company of Illinois, are fully ratified and confirmed; *provided*, that this act shall not be construed to affect or impair any right or franchise now belonging to the Racine and Mississippi Railroad, its creditors, stockholders and assignees, or any right in contravening on the accrued suit lately pending in the Circuit Court of Stephenson county, of the Farmer's Loan and Trust Company against the Racine and Mississippi Railroad Company and others, nor shall this act be construed to affect or impair any right of any creditor or non-consenting stockholder of either of the companies so consolidated.

Section three gives power to the consolidated company to establish a general water transportation business on the Mississippi river, and on the lakes, rivers, canals, etc., situated within or without the State, and also to construct piers, docks, dry-docks, etc.

The following amendment to the third section was adopted, much against the wishes of the friends of the measure: *Provided*, said corporations shall not in any way obstruct the free landing, lading or unlading of freight and passengers of all other boats navigating said waters at any point where such boats have been heretofore accustomed to transact such business, nor shall it raise the river front at Savannah north of Murray street, nor shall it so use the franchise hereby granted as to prevent furnishing cars, and other means of transportation, for all passengers or products received within this State, and if any preference is to be given, it must be in favor of the latter.

The friends of this bill claim that the above amendment cut them out of all rights which they acquired by purchase in Savannah, on the Mississippi river, the Western terminus of the road. The bill was subsequently reconsidered and referred to the Judiciary Committee.—*Western Railroad Gazette.*

In the steel rail mills, at the "Cyclops" Steel Works, Sheffield, a mass of iron, weighing one ton is dropped from a height of 36½ feet upon the middle of the rail, placed upon three-foot supports, as a test of its strength. The rail rarely breaks, but occasionally bends, under this tremendous trial.

New York Stock Market.

For the purpose of showing what effect a decline in the market has upon the supposed wealth of a large class of operators, we clip the following table from the *Tribune* of February 4th. It shows the decrease in value upon a few of the fashionable stocks since January 2, 1867:

	Jan. 5.	Feb. 25.	Decrease in market value.
Atlantic Mail.....	110	88½	\$860,000
Pacific Mail.....	173	130	4,600,000
New York Central.....	113	102½	2,500,000
Fort Wayne.....	105	96	847,000
Erie, common.....	67½	56	2,650,000
Michigan Southern.....	83½	73	910,000
Cleveland and Pittsburgh.....	91	81	540,000
North Western, common.....	46	36	1,300,000
North Western, preferred.....	82½	65½	2,210,000
Cleveland and Toledo.....	125	119	309,000
Rock Island.....	104½	96	520,000

Total fall in 11 stocks.....	\$19,237,000
Delaware and Hudson coal.....	1,000,000
Cumberland Coal.....	2,500,000
Wilksbarre Coal.....	375,000
Spring Mountain Coal.....	250,000
Western Union Telegraph.....	1,250,000
Quicksilver Mining Co.....	700,000
Mariposa Mining Co.....	500,000
Union Navigation Co.....	1,000,000

Total 19 stocks.....\$24,812,000
This difference in market values gives an idea of the extent of the collective loss to what is known as "the street," and why speculation for an advance halts. Erie and Cumberland show a loss of about \$5,000,000.

GOVERNMENT AND TELEGRAPHS.—Notwithstanding the official contradiction of the rumor that active steps were being taken towards an amalgamation of the various telegraphic lines with a view of their being worked as a single system under government control, there is no doubt but that such a scheme is just now attracting some attention. The admirable working of our post office system gives good cause for supposing that under a similar rule our means of telegraphic communication would be greatly improved, and particularly that the delivery of messages would be performed with far greater punctuality than at present. An uniform rate—and probably a lower one than at present charged—for a given number of words, irrespective of distance, could also be introduced. In Prussia, where a national telegraphic system has been adopted, the plan is found to answer exceedingly well, the whole of the lines being classified, and the system of centralization being arranged so that it does not interfere with direct communication between places which are a short distance apart. Although, however, there can be but little doubt but that the public generally would be the gainers by our telegraphs being taken under government control, and probably placed under the charge of the Royal Engineers, it is not so certain that such a step would be beneficial to the interests of telegraphic science, as, if the whole of the lines were under one head, there would probably be less disposition to experiment upon improvements, or supposed improvements, in telegraphy, than there is in the case of a number of independent lines, some of them competing.—*Engineering.*

American Manufactures--The American Watch Co. of Waltham, Mass.

Our readers, we are sure, are not generally aware of the great impetus that has been given to manufactures since the beginning of the late war. The high rates of exchange, and the necessities of the country, have made the Eastern hills and valleys resound with the hum of busy machinery, and nowhere has machinery done more or created a greater revolution in production and trade than in the manufacture of the watch. What was once the toilsome, slow and uncertain result of hand labor only, is now the swift demonstration of unvarying mechanical forces. The same class of genius that invented the telegraph and the sewing machine invented the delicate and wonderful mechanism that takes hold of the raw material—the brass and steel, and gold, and precious stones, and under competent direction turns out that daily wonder and necessity—a perfect time-keeper. That genius is essentially *American*, and has been found, collected, assimilated and made productive by the American Watch Co., at Waltham, Mass. Taking the best fruits of several years experiments, they established their factory nearly ten years ago, which they have been compelled to enlarge from year to year until they now employ nearly one thousand workmen, and turn out a product valued at a million and a half of dollars per annum—or equal to that of all other watches now sold in this country. The secret of the Company's success is that they have furnished a first rate substantial watch at a moderate price—and this is the great difference between their watches and the ordinary importations from Europe. Except certain very high-priced varieties, the European watch is the result of cheap and unskilled hand labor, that never goes well, and in a short time "costs more than it comes to" in repairs. The American Watch Co. give a guarantee for the quality of all their products, that is good with any dealer who sells them.—*Exchange.*

THE GEYSERS OF NEVADA.—About twenty miles from Carson City, Nevada, are some remarkable mineral springs, called "Steamboat Springs," from the noise they make, which sounds like several steamers discharging steam. These springs cover an area of about three acres. The water is boiling hot, and the escaping steam can be seen for several miles before sunrise, and the atmosphere in the vicinity is filled with the smell of sulphur. The water cures the rheumatism effectually. There are crevices in the rocks where the water can be seen boiling at the depth of thirty feet. There is also a spring which is called the Breathing Spring. It is shaped much like a well. The water recedes to the depth of ten or twelve feet, and remains calm for five minutes, and then commences to boil, and rises until it shoots in the air above ten feet, and in five minutes it begins to recede.

HARD IRON.—M. Gaudin has found that by adding to ordinary cast iron, in fusion, phosphate of iron and peroxyd of manganese in certain proportions, he obtained a product of exceeding hardness. The resulting metal cannot be forged, but casts easily, and is, moreover, singularly sonorous; and he proposes it as a material for bells. He finds, also, that a still harder metal is produced by the addition of tungsten to ordinary cast iron. Crystals of it will cut glass as readily as the diamond.

MONEY AND COMMERCIAL.

The money, or financial anxieties of the country during the past week have been considerably excited. It was doubtful to the last moment, whether Congress continue the present law in regard to contraction; and whether the Compound Interest Notes becoming due soon, would be paid in Greenbacks, or a new issue of indebtedness on time. At last, no change was made in the rate of contraction; and a sort of compromise made, as to the redemption of Compound Interest Notes. There is, we believe, something over \$100,000,000 of Compound Interest Notes. The Senate proposed to issue \$100,000,000 in Certificates of 3 per cent. interest. The House proposed to pay them in Legal Tenders. The Conference Committee agreed to issue \$50,000,000 in 3 per cent. Certificates. The following is the law.

The text of the Compound Interest Note bill, as passed by both Houses, is as follows:

Be it enacted, &c., That for the purpose of redeeming and retiring any compound interest notes outstanding, the Secretary of the Treasury is hereby authorized and directed to issue temporary loan certificates in the manner prescribed by section four of the act entitled "An Act to authorize the issue of United States notes and for the redemption or funding thereof, and for funding the floating debt of the United States, approved February 25, 1862, bearing interest at a rate not exceeding three per centum per annum, principal and interest, payable in lawful money on demand, and said certificate of temporary loan may constitute and be held by any National Bank, holding or owning the same as part of a reserve provided for in sections thirty-one and thirty-two of the act entitled, "An Act to provide a national currency secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864. Provided, that not less than two-fifths of the entire reserve of such bank shall consist of lawful money of the United States; and provided further, that the amount of such temporary certificates at any time outstanding shall not exceed \$50,000,000.

We understand, that a former law enables the Secretary to pay the Certificates in an issue of Legal Tenders to that amount. This and the necessities of the Secretary, who will need all his money, will prevent any serious contraction during the coming year. So far, therefore, as the amount of money is concerned, we may look forward to a year of commercial activity and prosperity.

The following is an official statement of the business of the office of the Assistant Treasurer of the United States, in New York, for the month ending Feb. 28, 1867:

RECEIPTS AND DISBURSEMENTS.

Jan. 31, 1867, by balance.....	\$103,342,122 90
Receipts during the month,	
On acct of Customs.....	\$11,452,203 91
of Gold Notes.....	4,007,400 50
Internal Revenue.....	401,568 42
P. O. Department.....	123,619 80
Transfers.....	1,501,320 50

Patent Fees.....	3,736 65
Miscellaneous.....	48,687,011 17
Disbursing Accts.....	7,469,562 15
In arrear Accounts.....	1,585,129 75
	<hr/> 76,518,029 75

Payments.....	\$179,860,162 65
Treasury Drafts.....	\$34,450,834 20
Post Office Drafts.....	330,709 60
Disbursing Accounts.....	8,550,072 27
Interest Accounts, viz.:	
In Coin.....	521,832 33
In Currency.....	1,600,629 45
Balance.....	65,474,077 85
By Bal. to Cr. Treas'r U. S.....	\$101,720,247 11
By Bal. Cr. Disbursing Accts.....	9,429,576 41
By Bal. Cr. Interest Accts.....	713,186 33
By Funds in hand, in Assay Office.....	2,473,064 95
	<hr/> \$114,386,074 80
By Receipts for Customs in the Month of February, 1866.....	\$12,018,659 57
By Receipts for Customs in the Month of February, 1867.....	11,452,203 91
Decrease.....	\$566,456 66

The following are the prices of United States securities in New York on Tuesday and Wednesday the 5th and 6th of March, viz.:

	Tues. P. M.	Wed. P. M.
U. S. 6 per cent. Bonds, 1881.....	110	109 1/2
" 5-20 Bonds, 1st series.....	110 1/2	110 1/2
" 5-20 do. 2d series.....	107 1/2	107 1/2
" 5-20 do. 3d series.....	108 1/2	107 1/2
" 5-20 do. 4th series.....	106 1/2	106 1/2
" 10-40 Bonds.....	98	97 1/2
" 7-31s, 1st series.....	103 1/2	103 1/2
" 7-30s, 2d series.....	105 1/2	105 1/2
" 7-30s, 3d series.....	103 1/2	103 1/2

Government securities are on the whole gradually rising, and there is little doubt they will continue to rise in the coming year.

Gold in New York was on Wednesday 135, with a prospect of declining. Money there was abundant. In Cincinnati, the let up in the money market last week continues, with no great ease; but with greater confidence, with improving markets, and a general prospect of easier and better times financially in the spring.

Receipts of the Western Union Railroad Company, for the week ending February 28:

	1867.	1866.	Increase.	Decrease.
Freight.....	\$5,295 28	\$4,992 35	\$302 93	
Passengers.....	2,371 00	2,742 05		\$371 05
Express & Tel.....	320 00	752 74		432 74
Mails.....	375 00	296 58	78 42	
Totals.....	\$8,361 28	\$8,783 72		

Receipts from January 1, to February 28,—

1866.....	\$81,107 87
1867.....	66,745 35
Decrease.....	\$14,361 72

Legal proceedings have been commenced by the New York and New Haven Railroad Company to compel several of the conductors who have recently been discharged from the road to refund to it various sums of money, which, it is alleged, have been collected by them as servants of the Company, and not accounted for by them.

The Boston, Hartford and Erie Railroad now runs its trains direct from its depot in Boston to Southbridge, 64 miles. The old Air Line corporation from Boston to New York, and the Providence, Hartford and Fishkil Company have both lately consolidated with the Boston, Hartford and Erie, which now controls a total length of 231 miles of track, built and in operation.

A FORTUNE IN ONE DAY!! GREAT EXCITEMENT \$150,000!

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!

Tickets Selling very Rapidly!

UNPARALLELED SUCCESS!!!

Everybody Anxious for a Chance!!

Splendid List of Premiums to be distributed Gratis to the Holders of the Tickets for the

GRAND GIFT MATINEE!

1 premium in greenbacks,.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improvements; title perfect, and guaranteed,.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, supplying a magnificent fish pond and a splendid troutling brook, running across the whole property, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's),.....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's),.....	2,400
20 premiums Gold, American, Patent Lever Hunting Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fashionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,.....	9,100
	\$150,000

One Premium to each purchaser of a ticket.

THE GRAND MATINEE

will take place on

MONDAY, MARCH 4th, 1867,

At the Everett Assembly Rooms, New York,

At which time and place the ticket holders will appoint a committee of disinterested parties to distribute one hundred and fifty thousand dollars worth of valuable property, as above described.

The distribution will be done fairly, honestly, and positively at the time appointed.

No Postponement to take place on any consideration.

Each Ticket Holder's name will be duly registered, and should the parties not be able to attend the distribution, they will be informed by mail of the gift they are entitled to.

TICKETS ONE DOLLAR EACH.

CLUB RATES.			
5 tickets to 1 address, \$4 50	40 tickets to 1 address, \$35.00		
10 " " 9.00	50 " " 43 50		
20 " " 17.50	100 " " 85.00		
30 " " 26.35			

All orders executed by return mail. Money can sent by Post Office Orders, Registered Letters, or Drafts at our risk.

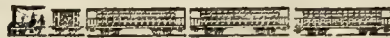
AGENTS—active and reliable agents wanted in every town of the Union, with whom liberal arrangements will be made. Ladies are invited to form clubs, and send for tickets, for all the property would be as useful to them as to the gentlemen.

The best references will be furnished on application. All persons wishing tickets and information, will please address, with full name, town and county, plainly written to

J. J. ADAMS,
Manager and Agent,
64 Nassau St., N. Y.

OLD RELIABLE LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.

Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.

Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.

Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

WRIGHTSON & CO.,

Railroad Printers,

167 Walnut Street,

CINCINNATI O.

HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing.

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards,

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

Way Bills,

Blank Books,

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Got out in first-class style, and at as low rates as any establishment in the country.

SUSPENSION COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the long-est package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2½ inches in width, and under. For Tickets over 2½ inches in width.

SIZE NO. OF	PRICES.	SIZE NO. OF	PRICES.
NO. FORMS.		NO. FORMS.	
1 64	\$37	11 64	\$38
2 96	40	12 96	42
3 144	46	13 144	48
4 192	54	14 192	57
5 256	62	15 252	65
6 320	70	16 320	75
7 400	80	17 400	85
8 500	90	18 480	95
9 600	100	19 600	110
10 720	115	20 700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St., Cincinnati, O.

G. W. FULTON,

Civil Engineer,

CONTRACTOR AND BUILDER OF

WIRE SUSPENSION BRIDGES

Covington, Ky.

REFER TO JNO. A. ROEBLING, Esq.,

Chief Engineer Cin. & Cov. and Niagara Susp. Bridges.

TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON,
R. R. OFFICE, LOUISVILLE,
December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st of January, 1867, for the Graduation and Maintenance of over seventy (70) miles (in mile sections) of the Cincinnati branch of this railroad. The work is of an unusually desirable character for good contractors; the line accessible by steam at an I turnpike, and the country full of supplies. Profiles will be ready for examination on and after the 10th of January.

Payments for work done will be made monthly, in cash, and with the usual reservation.

References will be required from contractors not personally known and the company reserve the right to reject any bid not deemed to their interest.

L. M. Sr. JOHN, Chief Engineer.

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

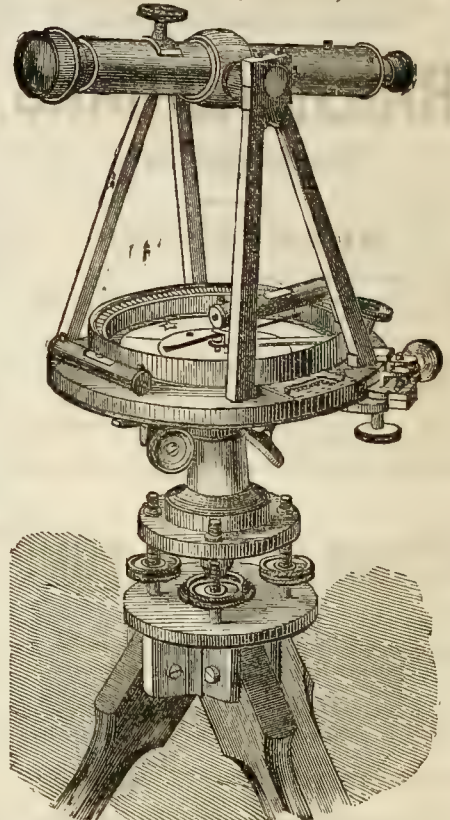
No.	1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " "	6½ " "	35 " "
3, 8 " " "	11 " "	36 " "
4, 8 " " "	9 " "	35 " "
5, 7½ " " "	6½ " "	30 " "
6, 10 " " "	8 " "	40 " "
7, 7½ " " "	8 " "	35 " "

PHILIP S. JUSTICE, President

No. 14 N. Fifth St., Philadelphia.

ff St., New York

ENGINEER'S
TRANSITS, LEVELS,
Leveling Rods, Chains, etc.



T. F. RANDOLPH & BRO.
Manufacturers'
67 West Sixth St.
CINCINNATI, O.

Jan 24 '67, 3mp

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

Productive Wells all

around them.

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

JOHN BLAKELEY,

DEALER IN

WOOL & COTTON WASTE,

FOR RAILROAD & STEAMBOAT USE,

STEAM PACKING, ETC.

No. 233 Church Street,

PHILADELPHIA

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.&D.&D.M.**MERCER, MORE & CO.,**

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indianapolis
[Aug. 2, 1866.]

**THE
STEAM SYPHON PUMP**

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

**WITH THE
STEAM SYPHON WATER-STATION**

Locomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use.

For Circumstances and other information, address,

STEAM SYPHON COMPANY,
48 Day Street,
NEW YORK.

VERY CHOICE**Oil Lands**

IN

Kentucky & Tennessee,

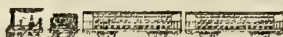
FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.**1866.****CHANGE OF TIME!**

By the Broad Gauge Route, the

Atlantic & Great Western R'y.**TWO THROUGH TRAINS DAILY**

TO

EASTERN CITIES!

NOV. 19, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....		11:00 A. M.	8:30 P. M.
DAYTON.....	1	"	11:00 "
URBANA.....	1	M.	12:40 A. M.
GALLIEN.....		"	3:35 "
MANSFIELD.....	4:15	"	4:25 "
MEADVILLE.....	12:45	A. M.	1:15 P. M.
Arrives SALAMANCA.....	5:20	"	6:15 "
CLEAN.....	6:38	"	7:55 "
HORNELLVILLE.....	8:47	"	0:30 "
CANNING.....	10:40	"	12:16 A. M.
ELMIRA.....	11:12	"	12:52 "
OWEGO.....	12:33	P. M.	2:18 "
BINGHAMPTON.....	1:18	"	3:07 "
PORT JERVIS.....	6:27	"	8:10 "
NEW YORK.....	10:30	"	12:30 P. M.
Trains leave CLEVELAND.....	7:30	A. M.	7:00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts. Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

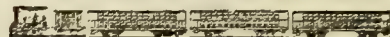
CONNECTIONS ARE CERTAIN!**FOR THROUGH TICKETS AND BAGGAGE
CHECKS,**

Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.

On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 1:00 p. m. On Sundays, one Express Train
at 7:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12:15 p. m.

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 2:30 p. m. Without change of cars from
New York to Harrisburg.

5:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

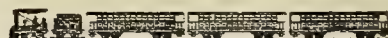
3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:49 a. m.; Allentown 12:30 p. m.; Easton at
1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO**ST. LOUIS & CHICAGO.***Monday June 24.***INDIANAPOLIS & CINCINNATI****RAILROAD.****Three Through Trains Daily.**

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7:00 A. M.	9:10 A. M.
Springfield & St. Joseph Ex.....	12:00 P. M.	4:30 P. M.
St. Louis & Chicago Ex.....	4:55 P. M.	12:15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

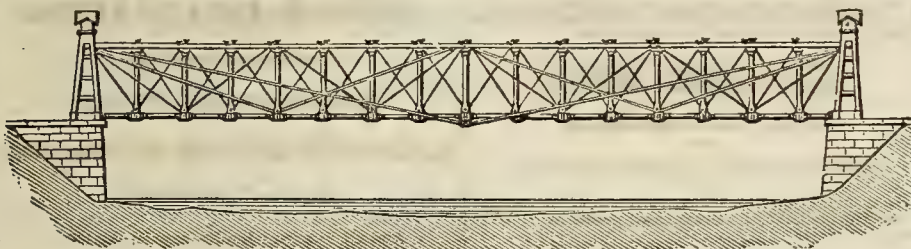
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5:15 P. M.	5:05 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE.

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and for the maintenance of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

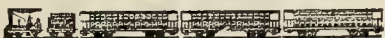
H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, at shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 P. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.

One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.

Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLIET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORP, President
W. H. L. NOBLE,
General Ticket Agent.

C. B. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works
June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
BY G. MORRIS.

Philadelphia, Wilmington & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4:15 (Express Monday excepted). 8:15 A. M.; 11:45 A. M. (Express); 2:30 P. M.; 11:30 P. M. night.

On Sundays, 4:30 A. M.; 11:30 P. M. Leave Baltimore for North and West, 7:35 A. M.; 9:30 A. M. (Express); 1:10 P. M. (Express); 6:35 P. M.; 8:2 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4:15 A. M., and 11:00 P. M. Leave Baltimore for Philadelphia at 8:25 P. M.

Leave Philadelphia for Wilmington at 11:30 P. M. Leave Wilmington for Philadelphia at 8:30 P. M.

The Railroad Record.

E. D. MANSFIELD, { Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, MARCH 11, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

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" " per month.....	3 00
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" " per annum.....	20 00
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WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

	DEPART.	ARRIVE.
Express Mail.....	7:00 A. M.	10:00 P. M.
Night Express.....	8:30 P. M.	8:00 A. M.

LITTLE MIAMI.

Morning Express.....	7:30 A. M.	7:55 P. M.
Milford Accommodation.....	8:25 A. M.	10:20 A. M.
Express Mail.....		6:25 A. M.
Columbus Accommodation.....	3:50 P. M.	
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Night Express.....		9:50 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:40 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:45 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	10:00 P. M.
Toledo, Detroit and Canada.....	8:30 P. M.	7:10 A. M.
Richmond and Chicago.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago.....	5:00 P. M.	1:50 P. M.
Bellefontaine and Sandusky.....	7:00 A. M.	10:00 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Indianapolis & Cambridge City.....	7:15 A. M.	10:00 P. M.
Indianapolis & Cambridge City.....	3:00 P. M.	10:30 A. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:10 P. M.
Dayton Accommodation.....	5:30 P. M.	10:20 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:15 A. M.	10:00 P. M.
Connersville, Cambridge City and Indianapolis Express.....	3:00 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.		
Chicago and St. Louis Express.....	7:00 A. M.	11:55 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	1:10 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:40 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:30 A. M.	4:30 P. M.
Caboose Accommodation.....	4:30 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Morning Express.....	6:40 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:30 A. M.	4:10 P. M.
Lightning Express.....	8:00 P. M.	5:25 A. M.

The Southern Railroad Again.

We thought never to have written another word on this subject. The indifference shown by Cincinnati to its great interests has been so great, and in fact the indifference of everybody, but Louisville, on the subject of a direct Southern Road has discouraged us from any further discussion of the subject. It is useless to help people who won't help themselves. In this case we think the Railroad Companies on the North side of the Ohio have been most negligent of their own interests; for if a direct railroad, from Cincinnati, south to Tennessee and the Carolinas were made, there cannot be a doubt that it would give a largely increased business to the roads north of the Ohio. The Little Miami, the Cincinnati, Hamilton & Dayton, and the Cincinnati & Indianapolis Roads will be greatly benefitted, and these roads are all prosperous and able to subscribe liberally. If these roads had subscribed a million of dollars, the City of Cincinnati another million, and the counties in Kentucky a million, (as they would have done) a thorough first rate road would have been made to a connecting point in East Tennessee. But, Cincinnati and the Railroads, after an extraordinary effort proposed to subscribe less than half what was needed, and the Kentucky people proposed nothing. This failed of course. Now the interior counties of Kentucky propose to subscribe enough, with the Cincinnati aid, and that of the Covington Railroad, to make a railroad from Lexington to Mount Vernon, at which point, what is called the Lebanon Branch of the Louisville Road is to connect it with Knoxville. To accomplish this, efforts are now making in Cincinnati on the part of the Merchants and Railroads. There is one defect in this arrangement, or at least a total silence, which is quite singular. The Louisville Road is to command the whole line from Mount Vernon to Tennessee. Now, who is to insure that at Mount Vernon the Cincinnati line shall have fair play? What arrangements will there be to insure any equality of traffic whatever? We might take it for granted, that shrewd business men in Cincinnati, subscribing to the road, would take care of this little matter, but, there has been such utter indifference to all the trade and interests of Cincinnati south of the Ohio, that any degree of neglect may be suspected. The policy of Kentucky, and of its corporations, in all departments, has been to act and legislate exclusively for Kentucky, a policy we do not meddle with; but, which necessarily warns those having any dealings there, what they may expect. Hence, if Cincinnati undertakes to aid in the construction of a road in the interior of Kentucky, it is no more than fair to bargain for an equality in the distribution of its business. We mention this only, by the way, for we think, and have written much on the subject, that

every mile of Railroad made in Kentucky, East of Kentucky River, is for the benefit of Cincinnati. Hence, also, we are in favor of the Road, now proposed, and if the Lebanon Branch of the Louisville Road is made, and concedes equal advantages to the Cincinnati Line, at the point of junction, we believe this short line will accomplish all Cincinnati has in view; though at some future day there must be another road, through Eastern Kentucky. This will be demanded, at some future time, by the great mineral interests of that region. The direct railroad route from Cincinnati to Knoxville is (supposing the Covington road to be a part of it) from Paris, through Richmond and Mount Vernon to Bourbonville. But as the Covington road proceeds to Lexington, there is no objection to commencing at that point, especially as Fayette county (Ky.), proposes a large subscription. The plan is to make the road from Lexington to Richmond, and thence to Mount Vernon, (Rock Castle county,) being in all about eighty miles. Then the Cincinnati Line proper, viz: from Covington to Mount Vernon will be about 170 miles, and of itself will be of immense benefit to this city. It will be about 100 miles more to Knoxville, or whatever point in East Tennessee, they propose to connect with.— This will be made by the Tennessee Company and the Louisville Company via Lebanon.— Now, we think, this is the first practicable plan, we have seen, to connect Cincinnati with East Tennessee. We say practicable, because, a direct through line, from Cincinnati to Knoxville would cost twelve millions of dollars, and it is impossible at this time to get the money. But in this way of doing it the thing can be accomplished. First, we have the use of the Covington road, which makes more than one quarter of the capital. Second, we have the Tennessee end, because, the State of Tennessee loan the cost of the iron and bridges, which enables the people to make the road. Thirdly, about a fourth of the distance, from Mount Vernon to the Tennessee Line will be made by the Louisville road, whose capital and credits are unimpaired. Lastly, there is only then this interior link to make, for which three counties in Kentucky propose to subscribe largely; and now ask the people of Cincinnati and the Railroad Companies here to do their share. This is fair, and we do not believe there is any practicable mode of accomplishing so much in any other way. It is really a practicable plan, and we should say to the parties interested— "make hay while the sun shines." It is a far better route than that by Danville, which always was objectionable, considered as a main line. No doubt a railroad to Nashville, direct from Cincinnati, is desirable, but it is in no way as desirable as the direct line to East Tennessee. To Nashville we have a good steam navigation, and by rail, the line through Louisville is not much out of the way, espe-

cially if the straight line from Cincinnati to Louisville is made.

Thus we see a fair way to get the long wished for line to the South, if the opportunity be heartily embraced. It is almost vain to dwell on the immense importance of this road to Cincinnati. We have often spoken of it, and there is no intelligent man who knows anything of the resources, geography, and especially the immense mineral deposits in the country through which this road will go, who does not know that such a road is of supreme importance to the prosperity of Cincinnati. When this road reaches East Tennessee it connects with 5,000 miles of railroad in the South, which have now no immediate connection with Cincinnati. Now the whole system of Southern Roads connects with Memphis and Nashville, and the only connection we can make with them is through Louisville! A direct road to connect with the Tennessee, Virginia and Georgia roads would bring an immense trade to Cincinnati, which now does not come on at all. But the effect on the iron, coal and copper districts will be incalculable. They are not developed now, and never will be while their products cannot be carried to market. Where not a ton of such freight is carried now, thousands of tons will come when there is a good mode of conveyance. This it is true, requires time, but a city has time when an individual has not.—Cincinnati has arrived at a time when she needs new impetus and new developments. Heretofore nature has worked for her. Hereafter she must work for herself. We hope there will be public spirit and intelligence enough to carry forward this enterprise to successful completion.

PENNSYLVANIA RAILROAD.—We give in today's issue the very able report of J. EDGAR THOMPSON, the President of the above road. Although we have before given a brief synopsis of its figures, we deem it of sufficient importance to the interests of the country, and especially of the west and south west, to publish it entire. In importance the Pennsylvania Railroad is second to none. Its power and influence in developing the resources of the country are incalculable, and are already felt half way to the Pacific. In its magnificent construction and continuous successful management it is unquestionably the most brilliant example on the American continent of railroad enterprise.

We understand that the New York branch of the house of Messrs. Jay Cooke & Co. have taken the entire suite of rooms under their present office to accommodate their rapidly extending business. Through this house the process of funding the 7-3s is proceeding upon a large scale, and thousands of persons who bought 7-30s of them are seeking their conversion into gold-bearing bonds. The receipts of notes for conversion are literally by the bushel.

Fast Freight Line Imbroglio.

Meeting of the Stockholders of the Cincinnati, Hamilton and Dayton Railroad—Racy Report on Management of Officers and Directors.

On Monday, March 11th, the stockholders of the Cincinnati, Hamilton & Dayton Railroad, held a meeting at the Merchants' Exchange, to hear a report from a special committee, consisting of W. B. MOORES, Esq., Special Committee, appointed by himself, to investigate into the conduct of the officers of the road relative to Fast Freight Lines.

John R. Ogden was called to the Chair, and John C. Huntington was appointed Secretary.

On the Chairman's announcing the object of the meeting, Mr. MOORES presented and read the following report, together with some abstracts taken from the report of the special committee of the Ohio Senate.

To the Stockholders of the Cincinnati, Hamilton & Dayton Railroad Company:

Having been appointed at the last meeting of the Stockholders, on a special committee, in July last, to examine into its management with special reference to the Great Eastern Dispatch Company, I now make the following report:

I have been in pursuit of facts under difficulties; not being clothed with authority to examine parties under oath, I could not obtain such evidence as was required to make public such facts as were sufficiently apparent to me. For instance: our agent at Toledo, on a visit there, assured the committee that he had no interest whatever in the Great Eastern Dispatch, and there was no "man" in Toledo that was acting as agent for them; yet it was evident he felt more interest for the Great Eastern Dispatch Company than for the railroad company from whom he was getting his salary. To show his singleness of purpose for the interest of the stockholders of the railroad company, witness the following note on a way-bill, addressed to J. R. Reed, General Freight Agent, at Cincinnati.

SEPTEMBER 17.

"One car H. H. goods. The above freight is for I. T. Dewey, Mr. Henderson's son-in-law. If you do not think it proper to pass free, put on charges." J. B. MUNKOE, Agent."

No charges were put on. Being a member of one of the families of the Great Eastern Dispatch Company, was considered by our agents a good reason why they should have their freight sent through free. The arrangement was so perfect that all the connecting roads and lines of propellers and vessels coming to us at Toledo, brought the freight consigned to the Great Eastern Dispatch, so that it would seem our agents had to send all forward through them. All the agency they had, probably, was through our own agent, making such arrangement with the agents of those lines, thus to consign. Hence, nothing that came from beyond Toledo, came direct to the railroad—all by the Great Eastern Dispatch. The investigation before the State Committee discloses the agent to be our agent's sister. In other words, our agent arranges the wires, his sister works them and draws the pay, and our agent for his efficiency for the Great Eastern Dispatch, gets his salary advanced \$1,500 a year.

The statements of the parties who are interested in covering up the working of the concern, require some notice. The President states that

great profits arise to them by extra charges above the tariff rates; thus using the railroad company to extort from the public. I do not think that the young men connected with the Great Eastern Dispatch are guilty of such a charge. I have not found a single case of that kind. The Great Eastern Dispatch charge the usual price the railroad company would have got, had they not intercepted the freight in transit, as shown by the following bills of merchandise sent by the same party, and in the same way—the first three came in the regular way.

1 car-----	Weight, 15,000	\$54 00
1 car-----	Weight, 14,250	51 30
1 car-----	Weight, 20,250	72 70

By this time the agent at Toledo gets the balance consigned to the Great Eastern Dispatch; then he gets as follows:

	Freight paid. Weight.	R. R. Co. \$36	Freight paid. by Shipper.	Net profits. to G. E. D.
1 car--	19,800	\$36	\$71 29	\$35 28
1 car--	21,000	36	75 00	39 60
1 car--	18,550	36	66 78	30 70
1 car--	18,550	36	66 78	30 78

Rec'd of R. B. Co. \$144 \$136 44

It is also stated they procure cars from other roads, and thus increase our business. I have had examined carefully, one month, and find out of eight hundred and thirty cars, eight hundred and nineteen are from our own and eleven from them. All that kind of special pleading I do not find sustained by the facts, as shown by our books. He also, in his testimony, states they had but eight per cent. of the business and made \$80,000 profit. If that be correct, I think the ninety-two per cent. ought to pay an amount to the stockholders, sufficient to pay dividends, without watering the capital stock to raise the wherewith to make dividends. If eight per cent. pays \$80,000, what will ninety-two per cent. pay? It looks to me like a beautiful arrangement to work profitably the saving machine.

Our President, through his son and son-in-law, (he is entirely disinterested, not getting one cent profit,) the superintendent and freight agent, (who are not partners) only contribute \$2,500 each, and for the interest of their money get each one-sixth of the profits, which from their testimony, amounts to \$24,000 each, though I am satisfied it will be found to exceed that amount. Our agent at Toledo, is also in the ring, hid under the skirts of a sister—thus the whole thing is managed for the sole purpose of making the railroad profitable to stockholders, and nurturing with tender care the first-born child of the disinterested chief-manager of our road. I could speak of other matters equally conclusive of the good management of our road, but defer it until such time as you may be called together for consultation. I do not charge our officers with a design to thus wrong the stockholders, but that the working of the Great Eastern Dispatch has been a gross wrong, none can deny, and if known to the officers, it remains for them to reconcile their conduct with the commonly received notions of moral honesty; if they did not know it, then it is for us to consider whether the services of a set of practical know-nothings are worth to the stockholders of the Cincinnati, Hamilton & Dayton Railroad Company, the very liberal salaries they have been getting.

W. B. MOORES, Special Committee.

Following Mr. MOORES, Stanley Matthews as a stockholder and as the legal adviser of the Company made some remarks explanatory of the course taken by the Board of Directors. The Board, he said, had made a mistake in making with Williams, Slocum & Co., the Great Eastern Dispatch Company, a contract, that, seen in the light of recent events, was much too

favorable toward them; but they had corrected the error by taking steps to abolish the contract, in which they succeeded on the 1st of January last. He could not see what object there was in this meeting unless it should be attempted to show that the Officers and Directors were guilty of deliberate mismanagement in the matter. The mistake having been corrected, he could not see that there was any thing more to be done.

John K. Green, here moved to adjourn, which was seconded by three or four persons.

Mr. Moores here gained the floor, and despite the motion to adjourn, which the President did not seem disposed to consider, moved that the Chairman of the meeting should appoint a special committee to nominate suitable persons for Directors, to be voted for at the next election.

Mr. Green—I made a motion to adjourn, Mr. President; I believe the gentlemen is not in order.

Mr. President.—It was not seconded.

Mr. Torrence—It was seconded by half a dozen voices, sir. I now make a motion to adjourn.

Voice—Make an amendment to that motion—Moores.(!)

The Chairman was finally forced to put the motion to adjourn, greatly against his desire, evidently and it was carried by an overwhelming majority of yeas.

ILLINOIS CENTRAL RAILROAD.—The following abstract of the income account of this road shows succinctly its financial condition:

Balance from 1865	\$1,703,525
Gross traffic of road	6,546,741
Net receipts of Land Office	1,858,049
Difference in bond and supply items	64,992
Total	\$10,173,307

Operating expenses	\$3,944,218
Interest on debt	799,330
10 per ct. on stock & tax	2,459,678
To State of Illinois, tax	427,075
Sterling exchange, &c	89,029
To new construction	424,608

Total.....8,148,988

To new account of 1867.....\$2,029,318

The new general balance sheet of the company shows:	
Cost of road, actual outlay	\$30,954,452
Surplus cash, as above	2,029,319
Land notes receivable	8,356,256
Working supplies on hand	613,008

Total, exclusive of 868,841 acres	\$41,943,035
Capital	\$23,846,450
Funded debt	12,144,000— 35,990,450
Surplus, exclusive of lands unsold	\$5,952,585

*Exclusive of interest, during the construction of the road.

The receipts of the Western Union Railroad Company for the week ending March 7,—

	1867.	1866.	Inc.	Dec.
Freight	\$4,916 55	\$4,066 31	\$850 31	
Passengers	2,972 32	3,357 82		\$385 50
Express & Tel.	220 00	250 00	70 00	
Mail	375 00	295 58	78 42	
Totals	\$8,583 87	\$7,970 74		

Receipts from January 1, to March 7:—

1866	\$9,077 81
1867	75,529 22
Decrease	\$13,748 59

Important Railroad Contract—The Cincinnati, Hamilton and Dayton Line and the Short Line Harmonize.

We are informed by authority that a contract ordered by the Directors of the two companies has been executed, and which needs but the assent of their stockholders to perfect it, between the Cincinnati, Hamilton and Dayton Railroad Company, and the Cincinnati, Dayton and Eastern Railroad Company. The latter is the corporation recently organized to build what is known as the Short Line Road to Dayton, and has a perpetual lease of the Sandusky and Cincinnati Railroad, formerly the Mad-River and Lake Erie Road.

By this contract the Cincinnati, Hamilton and Dayton Company grants to the other the perpetual right to the use of the narrow gauge tracks of the former, including side tracks, switches, water and wood stations, and depots at Dayton, Middletown and Hamilton, for as many trains, both passenger and freight, as may be necessary for the convenient transaction of its business, between Dayton and a southern terminus in this city, not further east than 600 feet east of the point of connection with the Marietta and Cincinnati Railroad, near Millcreek, the Cincinnati, Dayton and Eastern providing its own depot grounds and depots; for which an annual compensation is to be paid of one hundred and thirty thousand dollars, to be increased to a maximum of one hundred and fifty thousand dollars, in the event of a contemplated increase of business from connecting roads, and also a certain proportion of the cost of repairs of the tracks, bridges and structures used in common, according to the wheelage and mileage of each company.

The use of the tracks granted to the Dayton and Eastern Company, is limited and restricted by certain conditions, of which the following are the most material:

1. The passage fare from Cincinnati to Dayton, and *vice versa*, is to be fixed by mutual agreement, and to be the same on all trains. The local fare to and from intermediate points to be fixed by the Cincinnati, Hamilton and Dayton Company. The Dayton and Eastern Company not to receive passengers at any local points, except Hamilton and Middletown, and then only upon two daily trains each way, and any local fares otherwise collected to pay over in full, and not to sell any commutation tickets to any local stations.

2. The Dayton and Eastern Company are prohibited from carrying to, or receiving from, any point between Cincinnati and Dayton, any freights, but may deliver freights to such intermediate points brought from beyond Dayton, upon a pro-rata division according to distance, with an allowance for mileage.

3. Each party is prohibited from competing with the other, to points local to them respectively, or reached over roads with which they have established connections, and the rates of freights from Cincinnati or Dayton to Toledo and to Sandusky, and *vice versa*, to be the same.

4. The trains of the Dayton and Eastern Company to run on such time as it may fix, subject to a limited variation by the Cincinnati, Hamilton and Dayton Company, for general safety, and the speed to be limited to the usual rate on first-class roads. A train dispatcher, jointly appointed, directs the movements, on the prescribed regulations.

5. The Dayton and Eastern Company have the right to carry express and mail matter

brought from or over the Sandusky road to all points between Dayton and Cincinnati.

6. The Cincinnati, Hamilton and Dayton Company furnishes fuel and water at actual cost.

7. The salaries of all joint employes to be paid jointly, in the same proportion as repairs.

8. Each party to be responsible to third persons for damages occasioned by or on its own trains, and to each other, for the neglect or default of its own employes, but not for the neglect or default of joint employes.

9. The second track of the Cincinnati, Hamilton and Dayton Company, when extended, to be done of its own cost.

Provision is made for a forfeiture of the right to run trains, in the event of a non-payment of rent or repairs, which are payable monthly, and for a reference to arbitration of all questions and difficulties that may arise under the contract, or in reference to its construction.

The Dayton and Eastern Company binds itself not to construct or operate any railroad between Cincinnati and Dayton, and the Sandusky and Cincinnati Company is to become a party to its provisions. The contract takes effect upon its due ratification by the stockholders of the respective companies, and the rents begin to accrue on January 1, 1868, or from the date when the use of the tracks contemplated shall commence, if it sooner commences.

This contract, we are advised, has been executed upon the unanimous approval of the directors of the two companies, and will doubtless receive the like consent of both bodies of stockholders. Its importance to their interests cannot be over-estimated, as it must be regarded as mutually beneficial. It secures two great objects: 1st. To the Sandusky road and its connections, now or hereafter formed, the benefits of an independent entrance into Cincinnati, with all the advantages that secures for a through line to the North and East, free to compete with all its rivals for public favor, without the enormous and unenumerating outlay that would be required to construct a separate road from Dayton to Cincinnati. 2d. To the Cincinnati, Hamilton and Dayton Railroad Company, a more full and active employment of its capital, fixed in its road bed and structures, with a handsome return for its use, amounting to about seven per cent. per annum upon one-half of the cost of its construction, exclusive of the Broad Gauge track, not used by the Cincinnati, Dayton and Eastern Company, and a full and complete protection in its purely local business.

The only disappointment to be expected at this consummation, which has any appearance of being legitimate, will be on the part of those residing on the line of the proposed route, which, by this arrangement, is abandoned, principally the inhabitants of Middletown, Franklin and others east of the Miami River. But it is evident that the public interests do not demand the accommodation of a second road between Dayton and Cincinnati. When they do, the capital to meet the demand will be attracted by the certainty of remuneration. Any experiment in that direction now might promote certain local interests, but it would be at the expense of those who invested in a road that could pay no dividend, with great injury to the interests of others in existing investments, that might and would be greatly injured by the unnecessary competition.

The Pennsylvania Railroad Company.

TWENTIETH ANNUAL REPORT.

Philadelphia, Feb. 19, 1867.

To the Stockholders of the Pennsylvania Railroad Company:

The following statements will exhibit the financial condition of the company on the 1st of January last, and the earnings and expenses of your railroads and canals during 1866:

DR.	
To capital stock.....	\$20,000,000.00
First mortgage 6 per cent. bonds.....	4,980,000.00
Second mortgage 6 per cent. bonds.....	4,904,840.00
Lien of State upon the public works sold to this company, bearing 5 per cent.....	6,600,000.00
Short bonds, or debentures, 6 per cent.....	1,554,015.75
Mortgages and ground rents, 6 per cent.....	170,184.32
Bills and accounts payable, including dividends due to stockholders unpaid.....	3,062,144.45
Extra dividend fund.....	1,110,000.00
Contingent fund.....	1,000,000.00
Harrisburg and Lancaster Railroad Co.'s stock.....	1,182,550.00
Harrisburg and Lancaster Railroad Co.'s bonds.....	700,000.00
Balance.....	870,415.02
	\$46,134,149.54

CR.

By balance standing on the books of company for the construction of the railroad between Harrisburg and Pittsburg, including branches to Indiana and Hollidaysburg, (in all two hundred and seventy-six miles); also, for cost of stations, warehouses, shops and shop machinery on the whole road from Philadelphia to Pittsburg.....	\$13,500,000.00
By cost of Harrisburg and Lancaster Railroad, when delivered to this company, including branch to Columbia, (in all 55 miles).....	1,882,550.00
By balance standing on the books of the company, for the purchase of the Philadelphia and Columbia Railroad and the Pennsylvania Canals.....	6,600,000.00
By balance standing to debit of equipment of road, consisting of 452 locomotives, 240 passenger cars, 103 baggage, mail, and express cars, 6,953 freight cars, and 923 road cars.....	3,371,214.93
By cost of real estate of company and telegraph line.....	3,421,480.91
By extension of Pennsylvania R. R. to the south bank of the Monongahela and to the Delaware River, including wharves and grain elevator.....	2,121,157.77
	\$30,896,403.61
By 14,533 shares Harrisburg and Lancaster Railroad stock.....	726,650.00
By Western Pennsylvania Railroad stock and bonds.....	183,450.00
By cost of first and second	

mortgage bonds, Pittsburg and Steubenville R. R. Company.....	736,205.20
By Steubenville and Indiana Railroad - first mortgage bonds, owned by Company....	1,262,651.52
By Philadelphia and Erie convertible 7 per cent. bonds (the remainder of the \$3,000,000 loan being in sinking fund).....	439,000.00
By amount of other bonds and stocks of municipal and railroad corporations.....	1,570,342.74
By cost of bonds and stocks in sinking fund.....	1,996,367.68
By amount of fuel and materials on hand for repairs of locomotives, cars, and maintenance of way on Pennsylvania Railroad.....	1,378,404.10
By amount advanced to pay for fuel and materials on hand for repairs to locomotives, cars, and maintenance of way for Philadelphia and Erie Railroad.....	449,220.39
By amount advanced to operate Philadelphia and Erie Railroad.....	725,130.02
By amounts of bills and accounts receivable and amount due from other railroads.....	4,148,063.33
By balance in hands of agents.....	577,018.89
By balance in hands of Treasurer, including \$420,000 U. S. 5-20's.....	1,013,241.46
	\$46,134,149.54

The shareholders will perceive by comparing the above items with their cost, as shown in previous reports, that in addition to the payment of dividends upon your *original* investment, equal to 46 per cent. above legal interest, the cost of your road from Philadelphia to Columbia has been reduced \$900,000, and from Harrisburg to Pittsburg, \$6,426,855, from the surplus profits of the company; and the equipment of the line, which has cost \$10,603,559.55, is now represented at \$3,371,214.93.

The sinking fund, which cost \$1,996,367.68, it is believed is ample, with its accruing income, to take up at maturity the debt of the Harrisburg and Lancaster Railroad Company, the second mortgage bonds of this company, and still leave in it all the stocks that it is important this company should retain, for the security of its traffic. This conservative policy has been pursued in view of the adventurous character of the traffic of the line during the past five years, and for the purpose of giving to the company a financial strength which will render the continuance of its dividends certain, independent of the action or policy of rival lines.

The company has been placed in this strong position while it has, at the same time, to a larger extent than any other corporation of the kind, promoted the development of the interior of the commonwealth, by aiding the completion and extension of other railroads, where private capital would not incur the risks of such investments.

The Pennsylvania Railroad was commenced under the sanguine hope that it could be completed and equipped *without incurring a debt*. The efforts of the company in this direction, in view of the great abuse that had attended the financial operations of the earlier corporations of the State, were eminently wise and worthy of an earnest effort to carry them into effect. But after some years of persistent

labor it became evident that the enterprise was too great for the local capital of this city, without submitting it to a delay in its completion, which neither the commercial prosperity of Philadelphia nor the interest of the shareholders of the company would justify. This policy was, therefore, abandoned for one which limited the mortgage indebtedness of the company to its *capital stock*.

At the commencement of its work, the views of the company extended only to the construction of a railroad between Harrisburg and Pittsburg. But in operating such a line in connection with the uncertain and frequently adverse management of the Philadelphia and Reading Railroad, under the state authorities, it became evident that it must fail to meet the just expectations of its projectors, unless an independent connection could be made with its commercial depot, or a lease or purchase of the existing lines effected. After many abortive efforts this object was accomplished by a lease of the Harrisburg and Lancaster Railroad, and the purchase of the state improvements at a high price, but upon a satisfactory credit. The great point, however, of securing harmonious action throughout the line, from Philadelphia to Pittsburg, was accomplished, which at once imparted new life and vigor to the enterprise, and insured its prosperity.

It was early foreseen that a trunk line, intended to accommodate the traffic between the East and West, would fail in its object, if wholly dependent upon the uncertain navigation of the Ohio River as a feeder. The earlier commencement of the other trunk lines had already diverted the routes of the railroads in progress, from the commercial centres of the West towards the East, to their works. To overcome this disadvantage it became essential that other lines connecting your road with these trade centres of the West should be commenced, and to effect this, direct and efficient aid by this company towards their construction was necessary. So fully impressed were the shareholders of this company at the time, of the importance of this movement, that, in voting such aid, they exceeded the views of the directors. The three principal lines selected for such aid were one to Cincinnati, a second to the centre of Ohio at Columbus, and a third towards Chicago. The connection with Cincinnati via Marietta was adopted, and failed from the inadequate means provided to construct a line over what proved to be an unexpectedly rugged country. The line to Chicago was only saved as an investment, after the failure of the credit of that company, by much labor and large additional outlays by this company to secure its completion. These efforts were crowned with entire success, and the enterprise, both financially and as a feeder of your main line, has met our most sanguine expectations.

The line to Columbus, which also afforded an equally good connection with Cincinnati as that via Marietta—though leaving a large district of country tributary to another railway—after long delays, growing mainly out of a failure to procure adequate legislation in Virginia, has recently been brought into efficient use, and promises satisfactory results. The Pennsylvania Railroad company will own, as a preferred shareholder, more than half of the capital stock of this line.

The eastern end of this line, known as the Pittsburg and Steubenville Railroad, extending from Pittsburg to the Virginia state line, was commenced under the patronage of the city of Pittsburg and Alleghany county; but owing to the absence of any legal right to

extend its road to the Steubenville and Indiana Railroad across Virginia, it failed to obtain a credit that would justify any responsible individuals in undertaking its construction. A further increase of its capital stock was, therefore, impracticable.

A contract was entered into by the Pittsburgh and Steubenville Railroad company, with parties of insufficient capital, for the completion of this line, which, as might have been expected, only resulted in still further embarrassing the condition of the company by a disproportionate increase of its indebtedness, compared with the work done. After further efforts to secure other parties to build the road, a contract was entered into with the Western Transportation company for that object—a corporation in which this company became the chief shareholder—and through its instrumentality a concession was obtained from Western Virginia, permitting the construction of a railroad across that State.—From this period the work was pushed with as much vigor as the condition of the labor market would permit, notwithstanding the extraordinary advance that had taken place in every element that entered into the cost of constructing railways. Under this contract the work has been opened for use for more than a year. In view of the expenditures that had been made upon the line, and those directed to be made under the commutation act, it was, at the time, deemed best to advance the means required to complete the line; but, in consequence of the unexpectedly large amount required, it would have probably been better to have permitted the road to have been sold, and thus divested it of the complications surrounding it, and which now render such a sale essential to ascertain the relation of its creditors. There is much work still to be done, to complete this road in a manner that will enable it to meet the demands of its traffic.

The Marietta line, which had enlisted the warmest support of the shareholders and the merchants of this city, of either of the lines mentioned, became so hopelessly involved that the funds advanced by this company for the construction of that part of the road between Marietta and Wheeling, were taken without our assent, to meet the debts incurred upon the line west of that point. In consequence of this misapplication of the means furnished by this company, and the immense sums that would have been absorbed in carrying out the original plan, it was not deemed prudent to make any attempt to save the amount invested in the enterprise, under your instructions. This amount was accordingly charged to profit and loss, and its stock no longer appears among your assets.

The interest of the company in the Chicago line has nearly all been disposed of, at a profit to this company fully equal to its loss upon the Marietta line. But for the timely aid afforded by this company it would have proved, as an investment, nearly as unproductive.

The completion of the Columbus route having, in consequence of want of legal authority in Virginia, been thrown into a period of inflated prices, its cost has so far exceeded our anticipations that it will require a long time for it to repay this company in direct returns for the outlays incurred. For these expenditures it has received various securities, some of which have been disposed of, and on the remainder there will probably be no loss except a few years of interest, for which the indirect advantages gained by the company must be its compensation.

The shareholders will perceive, from this resume of the operations of the company, the extent of the means required, and the labor and responsibility incurred to save the original investments made under your instructions, to build up lines to connect yours with the trade centres of the West—expenditures that were necessary to the success of your own work, but which a few years' earlier commencement of it would have rendered unnecessary, as the tendency of the Western lines would probably then have been towards Pittsburgh.

These expenditures have frequently been referred to by shareholders as unwise, without reflecting that they were the result of their own action, and that the officers of the company are really the parties to complain of the immense unrequited labor and responsibility they have had to assume to save the object the company had in view in making these investments, and in providing the means necessary to effect them. That they have required outlays, to secure the original objects, far exceeding any just expectation, at the time they were entered into, is quite true; but this has arisen from the inadequate stock basis furnished by their shareholders for the completion of these works and the subsequent increased cost of building railways. The result, however, we think, will justify the policy of this company.

These extraordinary outlays were commenced while the traffic of this line was comparatively small, and burthened by a heavy impost duty levied by the State, and assessed upon no other competing line, greatly diminishing its ability to meet these necessary expenditures to ensure the prosperity of the State, and from which burthen it was only released upon the condition that the company would apply the unpaid instalment towards the construction of the Mifflin and Centre County, Bedford, Bald Eagle Valley, Tyrone and Clearfield, Edensburg and Cresson, Western Pennsylvania, and the Pittsburgh and Steubenville Railroads—all improvements within the commonwealth. The effect of this mandate was the same as that which followed the appropriations made by the stockholders to Western lines, already stated, entailing upon this company either the loss of the whole investment directed to be made, or advances of the additional amounts required to complete these works. The board saw no other alternative but to meet this difficulty by the adoption of a liberal and active policy, and thus bring all of these lines into productive use as speedily as practicable. The outlays necessary to secure this object, from the causes already referred to, have been very large, but the results have proved much more satisfactory than if the original expenditures had been suffered to remain unproductive, as would have been the case if they had simply fulfilled the requirements of the law. The further extension of some of these lines will still be necessary, to enable them to become productive and meet the wants of the districts they are built to accommodate.

We have thus presented to you the extent, and the causes for the unusually heavy expenditures made by this company on account of its tributaries. Their magnitude has made it necessary not only to protect the investments made in them, but also to secure the control of other lines important to their success. This policy has eventuated in a system which includes the Philadelphia and Erie and Northern Central Railroads, by which the company's cars find their way over continuous and unbroken lines, under one control, from

Columbus, Erie and Pittsburg, to Philadelphia and Baltimore.

To meet the expenditures, but partially enumerated, without financial sacrifices, and still preserve the relation between the share capital and debts of the company, as already indicated as the settled policy of this company, has been attended with much difficulties. But the rule is one that should not be exceeded by any prudent railway corporation.

To preserve this relation, and place your financial system upon a basis that may be easily understood, while it is at the same time sufficiently comprehensive for the future wants of the traffic seeking your line—which will doubtless increase with the growth and prosperity of the country—the directors have procured an amendment to the charter which permits the requisite increase of the share capital of the company, and prohibits the issue of mortgage bonds exceeding its capital stock.

The increase of the capital of the company, under this act, may be effected in one of three ways. First, by a sale of the shares. Second, by a subscription to the stock of the company, in which each shareholder will have the right to participate in proportion to his interest; and, third, by stock dividends.

The first plan is deemed inexpedient. The second, which is the best, has been objected to by the City of Philadelphia, in consequence of her inability to participate in the advantage of such subscription, owing to a constitutional prohibition of the further exercise of such powers by municipal corporations. The third, therefore, is the only one to meet existing circumstances, and with a view to carry this plan into effect, the directors have passed the resolution annexed to this report, which is submitted for your approval. It is believed that in addition to cash dividends, a dividend of 5 per cent. in stock may be declared annually, under any ordinary condition of the country, and still leave an ample surplus to the credit of profit and loss to preserve the property of the company at its present high standard of efficiency and value.

The responsibilities assumed by this company, through the endorsement of the bonds of other railroad corporations, are confined to the first mortgages of the Philadelphia and Erie Railroad company, amounting to five millions of dollars; the Western Pennsylvania Railroad company for eight hundred thousand dollars; and the Connecting Railway company for one million of dollars. In the two last named companies, the Pennsylvania Railroad company is also the owner of nearly all their share capital, and upon the first it has a lease for 999 years.

The Connecting Railway has been leased to the Philadelphia and Trenton and Camden and Amboy Railroad companies for legal interest upon its whole cost, which will be twice the amount of coupons falling due upon the issue of its bonds so guaranteed.

The net revenues of the Western Pennsylvania Railroad Company, since its extension to Pittsburg, has been sufficient to meet its interest, and these must continue to increase, while the thirty per cent. due to the Philadelphia and Erie Railroad Company under its lease, and first applicable to the payment of the coupons upon their bonds, is already largely in excess of the amount required for this object. It will therefore be seen that the revenues of these companies are amply sufficient to meet the interest upon the bonds so endorsed, and that they cannot become a charge upon the net revenues of this company.

The bonds of these railroad companies, with the exception of \$1,200,000 of those of the

Philadelphia and Erie Railroad Company, were endorsed after their purchase by this company, and were so endorsed to secure a better market price for this company when sold by it.

The propriety of selling the bonds of the lines aided by this company, either with or without its endorsement, is questionable, inasmuch as better results can be obtained by the use of the direct credit of the company. Hitherto, however, there has been no alternative, as the powers of the company have been too circumscribed to act upon such a policy.

The earnings and expenses of the Pennsylvania Railroad and the roads worked by it, except the Philadelphia and Erie Railroad, were for 1866 as follows:

EARNINGS.

From passengers, first class.....	\$3,245,800 06
" emigrants	139,721 25
	<hr/>
	\$3,385,521 31
" United States troops.....	560,945 44
" " mails	82,730 00
" express matter	374,369 22
" general freights.....	11,709,293 59
" miscellaneous sources....	471,023 28
	<hr/>
	\$16,583,882 84

EXPENSES.

Conducting Transportation

For ordinary expenditures.....	\$3,492,008 80
For erection of passenger and freight stations and extension of existing buildings.....	154,743 42
	<hr/>
	\$3,646,752 22

Motive Power.

For ordinary repairs and renewals.....	\$2,919,122 47
For erection of machine shops and engine houses.....	121,724 59
For additional tools and shop machinery (\$27,515 56 of which was for the Philadelphia and Erie Railroad shops)	85,225 77
For additional locomotives purchased during 1866.....	671,758 80
	<hr/>
	\$3,797,831 63

Maintenance of Cars.

For ordinary repairs and renewals, &c., &c.....	\$1,070,912 77
For additional freight cars.....	693,766 37
For additional passenger cars....	196,363 00
	<hr/>
	\$1,961,042 20

Maintenance of Road.

For ordinary repairs of railway and renewals of structures....	\$2,845,465 58
For additional second track and sidings	250,965 09
	<hr/>
	\$3,096,430 67

For general expenses.....	288,852 55
Total expenditures connected with the business of the Pennsylvania Railroad Company, including addition to the facilities for transportation on its own road and that of the railroads it operates, &c.....	\$12,790,909 27

RECAPITULATION.

Gross earnings.....	\$16,583,882 84
Total ordinary expenses.....	10,616,362 17
Total extraordinary expenses, consisting of additional second track and sidings, additional locomotives, cars, &c..	2,174,547 10
	<hr/>
	\$12,790,909

Leaving a balance of.....\$3,792,973 57
The gross revenue of the line for 1866 is equal to \$46,323 41 per mile of main line of road (358 miles), and is less than the aggregate receipts in 1865, \$875,286 65.

The decrease upon passengers and emigrants is.....	\$788,671 56
The decrease upon expresses is.....	109,354 63
The decrease upon Government troops is.....	717,899 16
	<hr/>
	\$1,615,925 35

and

The increase on U. S. mails....	\$2,599 45
The increase on regular freights	515,728 22
The increase on miscellaneous	222,311 03
	<hr/>
	\$740,638 70

Total decrease.....\$875,286 65

The whole number of passengers carried in 1865 was 2,861,836, and during the past year 2,673,568. The average distance traveled by each passenger was 52 miles, and the previous year 71½ miles; this difference being due to the larger amount of through travel and troops in 1865.

The number of tons of freight moved (including 266,359 tons of fuel and other materials transported for the company,) was 3,452,718, embracing 1,413,181 tons of coal. The increase in the coal traffic is 338,424 tons, and the whole tonnage of the road exceeds that of last year 653,908 tons, nearly 25 per cent.

The ordinary expenditures for working and maintaining the company's roads were \$10,616,362 17, which is equal to 64 per cent. of their revenues, or, including the expenditures for construction and equipment upon its own line, and the outfit of the Philadelphia and Erie and other railroads, 77 12-100 per cent.

The earnings of the company's canals were:

From Susquehanna Division.....	\$252,681 42
From Juniata Division.....	35,175 32
From miscellaneous sources.....	10,010 42
	<hr/>
Total earnings	\$297,867 16

Against \$181,015 38 for 1865.

The cost of maintaining, enlarging and operating the canals was:

For Susquehanna Division.....	\$130,212 93
For Juniata Division.....	101,501 50
For Western Division.....	1,723 55
	<hr/>
Total expenses	\$233,437 98

Showing a net profit during 1866 of \$64,429 18.

Estimating the value of these canals when purchased, at one million of dollars, they now stand this company, including interest and the cost of their renewals and enlargements as far as it has progressed, at about \$2,750,000, for which sum they will be sold to the Pennsylvania Canal Company for stock in said company, in pursuance of the policy sanctioned at your last annual meeting.

It is believed that the growing bituminous coal and lumber transportation that may be thrown upon the Pennsylvania, at or near Huntingdon, will, upon its enlargement, make it a profitable investment. Above Huntingdon it must, in consequence of a great amount of leakage eventually be abandoned, and a railway occupy its route, along which there exists an abundant water power to give life and activity to a large manufacturing population.

The earnings of the Philadelphia and Erie railroad in 1866, were:

From passengers.....	\$ 686,621 78
" troops.....	48,103 13
" freight.....	1,744,209 13
" express matter.....	26,941 43
" mails.....	18,501 96
" miscellaneous sources....	16,584 36
	<hr/>
	\$2,541,051 79

Deducting taxes, overcharges, &c., \$98,589 13, from \$2,541,051 79, leaves \$2,442,462 66 as the sum upon which 30 per ct. is due the Philadelphia and Erie Railroad Co. amounting to.....\$732,738 80

The operating expenses during the same period were:	
For conducting transportation.....	\$620,845 80
For maintenance of way.....	624,245 02
For motive power....	682,947 62
For maintenance of cars	158,936 09
	<hr/>
	\$2,819,713 33

Showing a loss to this company in operating the line of.....\$278,661 54

This loss is largely to be attributed to the bad condition of the older bridges erected by the Philadelphia and Erie Railroad company over the Susquehanna, and the unfinished character of the work generally upon the whole line.

The passengers travel has fallen off during the year in sympathy with that of nearly all of the other railways of the country. To this general depression this line has also had added to it the loss of travel from the decay of the speculative excitement of the oil region, while the same train accommodation has to be maintained.

The tonnage of the Philadelphia and Erie is mostly made up of cheap products that can only be moved at low rates of transportation, which, under the existing condition of the business of the country, are inadequate to meet the cost of their movement, at the percentage stipulated in the lease of their road. This traffic has been quite irregular during the past year, though in the aggregate it has largely increased over that of 1865, and must continue to grow with the increase of the population of the region traversed, while the relative transportation expenses can only be reduced by this enlargement of its business and a fall in the prices of labor and materials.

Arrangements are being made to increase the business of the road by the establishment of a line of steamers between Erie and other lake ports, under the patronage of this company, with anticipations of successful results.

The future of this work is very encouraging, but its traffic as in all other similar projects, will require the application of capital and time to develop. The transportation facilities are ample for the accommodation of all the business that can be offered to it during the present year.

The whole revenue of the Pennsylvania Railroad Company from its several lines is as follows:

From the Pennsylvania R. R. and branches.....	\$16,583,882 84
From the Pennsylvania canals.....	297,867 16
From the Philadelphia & Erie railroad	2,541,051 79
	<hr/>
	\$19,422,801 79

And the expenses of operating these lines are:

Penns. railroad ordinary.....	\$10,616,362.17
Penn. railroad extraordinary.....	2,174,547.10
Penn. canal.....	233,437.98
Phila. and Erie railroad.....	2,086,974.53
30 per cent. reserved to pay taxes and interest on debt of Phila. and Erie R. R. Co....	732,738.80

Balance.....\$3,578,741.21

From which deduct payments made during the year to the shareholders of the Pennsylvania Railroad Company for dividends, \$2,737,969; the balance to debit of interest and coupon account, \$539,859.57; the amount due to the Harrisburg & Lancaster R. R. Co. under lease, \$135,274.18; the taxes on dividends and coupons, \$438,855.57; and the annual sum of \$160,000 due the State of Pennsylvania for the purchase of the main line of public works amounting in all to..... 3,301,958.32

Leaving a surplus of..... \$276,782.89

This is the result of the year's operations of your railways and canals, after charging all expenditures for new work and additional rolling stock, &c., together with an installment of \$100,000 upon the principal of the debt due the State, &c., to expense account.

The demands upon your treasury during this year, in addition to the ordinary expenditures for operating the road, will be about the same as estimated for 1866. To the completion of the connecting railway, and the increase of facilities for business upon the West Pennsylvania and Pittsburgh and Columbus lines, there will be added the extension of the Tyrone and Clearfield branch to the town of Clearfield, near the centre of the great lumber and coal region of the Alleghenies. A number of improvements upon the main line, heretofore deferred in consequence of the high rates of wages and material, will not admit of further delay; while the road between Lancaster and Philadelphia, located before the successful application of locomotive steam-power upon railways, require extensive alterations in its alignment, to place it in harmony with the other portion of your railway.

That portion of this line crossing the high range of hills bordering the Great Valley, commencing near Haverford College, and extending to Valley Creek—a space of over 20 miles—embraces the worst located parts of the old line, and requires alterations which will amount to nearly a new road for this distance. An appropriation of a quarter of a million of dollars annually to this object, for a few years, will make these changes, the interest upon which sum will be more than repaid in the diminished cost of moving and maintaining the rolling stock of the company.

Your directors have alluded in previous reports to the rapid destruction of iron rails, and the increased cost of replacing them, under the frequent interruptions of the workmen from the numerous trains now passing over the line. Every effort to materially improve the quality of the iron to meet the wants

of the augmenting traffic of the trunk lines having heretofore failed, attention was directed to the introduction of steel rails, and, with a view to test their efficiency, the President, while in England, in 1862, ordered a few hundred tons for trial. These proved so satisfactory that larger importations have been made of Bessemer steel rails, which have entirely confirmed our expectations of their success. The cost of steel rails, is at present about twice the price of the best iron rails, while their durability is fully eight times greater. It is confidently believed, however, that with enlarged works, increased knowledge of the ores required to produce the best quality of this metal, and greater experience in its production, they will be successfully manufactured at home, and the price very largely reduced. At present the demand is equal to the supply, and prices are maintained. To avoid the heavy annual outlays that a change from a cheap to a dearer material would necessarily entail upon your revenues, it is proposed to continue for the present, to re-roll the worn out rails, and replace the annual wear and tear with steel rails. The general introduction of steel rails is now wholly a commercial question, in which the cost of the increased capital required for their purchase, becomes the chief impediment to their general adoption. While the business of a line is small, it will still be economy to use iron rails, at an ordinary rate of interest upon capital, until the cost of producing steel is reduced to its minimum. When this result is accomplished, the general public will be materially benefited by the reduced cost of transportation which the introduction of steel rails will enable railway companies to afford.

The company has also laid 500 tons of rails the wearing surface of which had been "steelled" by Dodd's process. The increased durability imparted to the rail by this process will probably extend its life three fold, while its additional cost thus prepared is about 25 per cent. From the result of our experience it would seem that rails so treated will prove a valuable article as an intermediate between steel and ordinary iron rails.

The directors have given to the subject of establishing a line of steamships between this port and Europe, committed to them at your last annual meeting, all the consideration which its importance required; but they have not yet arrived at a satisfactory conclusion as to the best means of effecting this desirable object. Proposals have been asked until the first of May next, by public advertisement, of those engaged in this business to establish such a line, under concessions, and a subsidy to be paid by this Company during the continuance of the contract.

[Here follows the remarks of Mr. Thompson relative to East Freight lines which we have already published.]

It will be gratifying to the shareholders to learn from a careful examination made of the statistics of the freighting business of the company, that of the 3,186,359 tons of freight carried over the road during the past year, only, 158,264 tons of through freight has passed from points east of Philadelphia to and from Pittsburgh and the West, and 61,862 tons to and from Baltimore, while 330,959 tons of through freight have been carried to and from Philadelphia and the West. The remainder, 2,635,274 tons was local traffic of the State, between local stations and from them to and from Philadelphia and Pittsburgh. Philadelphia, therefore, in addition to the large local traffic mentioned, enjoys above one

hundred per cent. more of the through traffic transported over the line than New York, Providence, Boston, and all other points on the Atlantic seacoast combined, east of Philadelphia.

Since your last annual meeting, the superintendent of motive power and machinery (J. P. Laird, Esq.) resigned his position, and the board has appointed as his successor R. E. Ricker, Esq., who for many years had been connected with the active management of Western railways, and he will no doubt make a successful manager of the important department committed to his charge.

The acknowledgements of the board are due to the officers of the company generally for the prompt and efficient manner in which the business of the line has been conducted, during the past year.

By order of the board.

J. EDGAR THOMPSON,
President.

Resolved, That for the purpose of consolidating the bonded and other indebtedness of the Pennsylvania Railroad Company, and to raise funds to meet the annual demands upon the treasury of the company for new tracks, additional equipment, enlargement of depots, extensions of sidings, and to meet the legitimate demands of the traffic of the country drained by the road of said company and its branches, for increased railroad accommodations, and also to preserve the proper relation between the share capital and debts of the company, the following financial programme be and the same is hereby adopted:

First. That the bonds of the Pennsylvania Railroad Company secured by the first and second mortgages, and those due the Commonwealth issued for the purchase of the main line of public works, and other indebtedness be paid out of the proceeds of, or be retired by, bonds to be secured by a consolidated mortgage upon the whole or such portion of the line from Philadelphia to Pittsburgh, with its equipment, and for such amount as the President and Board of Directors may determine, and the issue of the bonds secured thereby shall at no time exceed the capital stock as the same may from time to time be increased.

Second. Dividends to be made semi-annually of not exceeding four per cent from the net profits of the company, payable in cash, free of United States and State taxes, and that a stock dividend of five per cent., based upon profits already earned, be declared at the regular dividend term in May next, and thereafter, in addition to the semi-annual cash dividend, a stock dividend of five per cent. per annum be declared annually, if the net earnings of the company will warrant the same.

The reduction in taxes under the amendments to the Internal Revenue law take effect on and after March 2, 1867. All exemptions date from the morning of that day. The income tax now to be returned upon the income of last year will be paid according to the new law. One thousand dollars thus returned is exempt, and all above that pays a uniform rate of 5 per cent. The returns must now be made in March instead of May, as under the old law.

The Chicago & North-Western Road earned the first week in March:

1866...\$138,965 | 1867...\$159,873 | In...\$20,900

The Territories.

ARIZONA.

A late number of *The San Francisco Times* has the following regarding the condition of the Territory of Arizona:

Arizona is a Territory of great size, being nearly three times as large as the State of New York. It is a common impression that it embraces only the narrow strip of land known as the Gadsden Purchase, while in fact it contains a much greater area, extending from Sonora to Utah, and from New Mexico to California. In order to form a correct estimate of Arizona and its resources, the peculiarities of its three great natural divisions must be considered, viz: that below the Gila river; that upon the Colorado river; and the interior country, a district in itself nearly as large as the State of New York, and occupied by the Whites only since 1863. Each of these divisions is famous for its mines of Gold, Silver, and Copper, and each has more or less of agricultural land.

The great valleys of the Colorado, the Little Colorado, the Gila, the Santa Cruz, the San Pedro, the Salinas, the Verde, the Agua Fria, and the Hassayampa, and smaller valleys throughout the mountains (all bearing evidence of occupation by a large population in the distant past), have, wherever cultivated, produced excellent crops. "Everything planted," says the Governor in his last message to the Legislature, "seems to attain the most luxuriant and complete growth in the shortest possible time."

Although off the present popular line of overland travel, Arizona is not difficult of access, and many think it offers the only feasible route for the easy construction and economical working of a Pacific railroad.—The navigation of the great Colorado to Callville, a distance of some 500 miles, has proved a success, and the construction of a railroad from that point to Salt Lake, with a view of securing to San Francisco the trade of Utah, is seriously considered.

The climate of Arizona is proverbially healthful, and, in the face of all the Indian difficulties, the population is steadily increasing. Large numbers of miners from Idaho and Montana have entered the Territory this winter, and, within a circle of 50 miles from Prescott, the capital, a dozen quartz mills, it is stated, will be in operation by spring.

While, like all mineral countries, Arizona has much worthless land, it has such an extent of mines, such quantities of arable and grazing lands, and such a climate, that nothing prevents its great prosperity but the presence of the Apaches and a few kindred Indians, whose depredations keep the settlers in constant alarm.

Just now, owing, it is said, to the inadequate provision made for them by the Indian Department, some of the so-called friendly Indians are hostile, and interrupting the roads from the Colorado to the capital; but an increase in the military force is chiefly needed for the purpose of prosecuting the war against the Apaches. The difficulty in overcoming these savages hitherto, has existed not so much in their strength as in the small number of troops furnished to hunt them over the great extent of country which they inhabit—an area as broad as the States of Massachusetts, Vermont, and New Hampshire combined. Indeed, owing to circumstances over which the military authorities on this coast have had no control, there have been such frequent changes in the few troops assigned to the Territory,

that none have had an opportunity to become familiar with the country, and the operations have necessarily been desultory rather than continuous.

Now that the war at the east is at an end, and regulars, not likely to be transferred, are to take the place of the volunteers, an offensive war, vigorously and persistently waged by an adequate force, must speedily result in the subjugation of the Apaches, to an extent which will make those of them who survive but too glad to get upon a reservation and to remain there. Such a war will not only be the most humane and economical, but it would seem to be the only sure means of making life and property in the Territory entirely secure at an early day.

It is understood that Gov. McCormick's application for more troops has been responded to by the assignment of six additional companies to the Territory. This is well; but it will make the entire force but little more than a thousand men, and not enough to wage such a war as we have suggested. Not only for the protection of the sturdy and deserving pioneers of Arizona, but for the speedy opening of that country, in which this coast, at least, has a lively interest, we hope the War Department will, as fast as possible, provide additional troops. It would seem the part of wisdom to adopt a policy calculated to hasten the hour when resources like those known to abound in Arizona may be developed without constant annoyance from savages, whose atrocities are often cruel beyond description.

The Legislature of Arizona, composed of men of diverse politics, at its recent session, passed the following resolve, every member of either House recording his vote in the affirmative:

Resolved, By the House of Representatives, (the Council concurring), that the official and social intercourse had by the members of the third Legislative Assembly with his Excellency, Richard C. McCormick, and the knowledge of his administration of Territorial affairs acquired by them during their present session, have confirmed them in the belief that he is an upright, prudent, and capable officer; vigilant and impartial in the discharge of his duties, and earnestly devoted to the promotion of the best interests of the Territory and its people.

Such unanimity is an element of strength and harmony which must contribute to the prosperity and growth of this young community.

Railroads in Kentucky.

The Kentucky Legislature has granted a charter for a railroad direct from Covington to Cumberland Gap. This is the enterprise which has been talked about so much during the last year in this city. It is proposed to start it from Cincinnati because of the failure to make terms with the Kentucky Central. It is also the enterprise to which the subscriptions made here are applicable. In order to hold these, however, a responsible company must undertake the construction of the road by the 1st of May.—*Cin. Gazette*.

In our last week's paper we stated that we did not believe that the Legislature of Kentucky would grant the above charter, and gave our reasons for so stating. We were, apparently, however, misinformed by a member of that body, who was himself unable to be present at the time of its passage. We do not desire to be understood as being inimicable to the route,

but would be glad to give it all the aid in our power. The closing statement of the *Gazette*, that contracts are required to be entered into by the first of May next, still renders it a matter of doubt, if not of impossibility.

As to the assertion of the reason for commencing to build it at Cincinnati "because of the failure to make terms with the Kentucky Central," we have good reason to believe that this is all moonshine. As we stated before, the parties in interest have made no offers for the purchase of the Kentucky Central, but they have asked for and received propositions as to the terms on which it can be bought, to which they have not, as in courtesy bound, replied.

Under any circumstances, let us have the road, or two of them if we can get them, with another leading eastward towards the Big Sandy region, and through the Covington and Ohio Railroad, connecting us with the navigable waters and railroad system of the James River country.

MONETARY AND COMMERCIAL.

The discount market is not characterized by any special feature. There is a moderate demand for money, and but little difficulty in obtaining it on number one paper or first-class collaterals, at 9 to 12 per cent.

Exchange is steady, at par buying, and 50 per cent. premium selling. The following are the usual quotations:

	Buying.	Selling.
New York.....	par.	50c prem.
Philadelphia.....	par.	50c prem.
Boston.....	par.	51c prem.
Gold.....	134	134½
Silver.....	126@127	129

The New York Gold Market has been depressed and prices have had a downward tendency, as will be seen by the following report of the daily fluctuations:

	Opening.	Highest.	Lowest.	Closing.
March 7.....	135	136	133½	134½
" 8.....	134½	134½	133½	134½
" 9.....	134½	135	134½	135
" 11.....	135	135	134½	135
" 12.....	134½	134½	133½	133½
" 13.....	133½	134½	133½	134½

The recent contract entered into by the Cincinnati, Hamilton & Dayton and the Cincinnati, Dayton & Eastern Railroads had the effect of advancing the price of the stock of the C. H. & D. road ten per cent. This advance is, of course, based on the supposition that the contract puts a final quietus on the project of building the competing road. The contract is apparently a desirable one for both the contracting roads, but we cannot see anything in it that enables us to take the above view. There are other interests yet unprovided for and dissatisfied that will necessitate its construction.

The following from the *Tribune* of Wednesday morning shows the condition of the New York market:

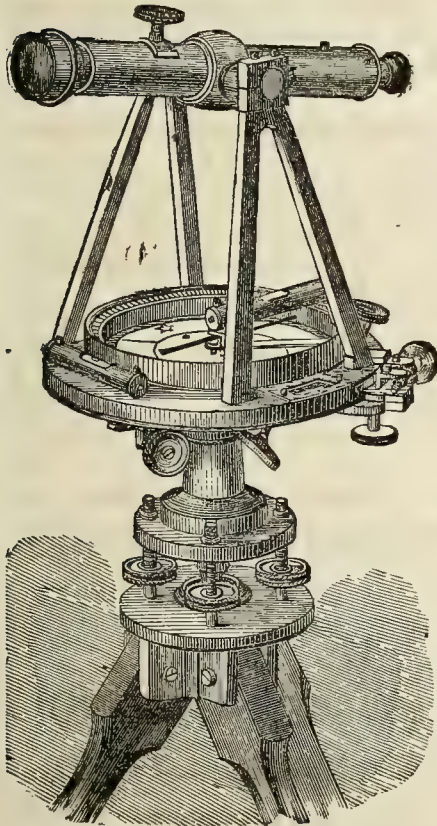
Money is abundant at 6@7 per cent on mixed collaterals, and is had at 5 per cent on Governments. Commercial papers pass at

6½@7½ for best names, and 8@10 for second grade.

Of the Stock Market it says:

The Railway share list opened dull at lower prices, and stocks were freely offered. After the call the market was weaker, and Erie, the leading stock on the list, sold down to 57½, with lower prices for all active stocks. At the Second Board prices were again higher, and closed steady. Pacific Mail, 123@123½, Atlantic Mail, 84½@85; New York Central, 102½@102½; Erie, 59½@59½; Erie Preferred, 71; Hudson, 136@137½; Reading, 101½@101½; Michigan Central, 106@107; Michigan Southern, 72@72½; Cleveland and Pittsburgh, 80½@81½; North Western, 34½@34½; North-Western Preferred, 62½@62½; Rock Island, 94½@95; Fort Wayne, 95@95½.

ENGINEER'S TRANSITS, LEVELS, Leveling Rods, Chains, etc.



T. F. RANDOLPH & BRO.
Manufacturers
67 West Sixth St.
CINCINNATI, O.

Jan 24 '67, 3mp

JOHN BLAKELEY,
DEALER IN

WOOL & COTTON WASTE,

FOR RAILROAD & STEAMBOAT USE,

STEAM PACKING, ETC.

No. 233 Church Street,

PHILADELPHIA

SUSPENSION COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeleted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2½ inches in width, and under. For Tickets over 2½ inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St., Cincinnati, O

G. W. FULTON,

Civil Engineer,

CONTRACTOR AND BUILDER OF

WIRE SUSPENSION BRIDGES Covington, Ky.

REFER TO JNO. A. ROEBLING, Esq.,
Chief Engineer Cin. & Cov. and Niagara Susp. Bridges.

TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON,
R R OFFICE, LOUISVILLE,
December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st of January, 1867, for the Graduation and Maintenance of over seventy (70) miles (in mile sections) of the Cincinnati branch of this railroad. The work is of an unusually desirable character for good contractors; the line accessible by steam at all turnpike, and the country full of supplies. Profiles will be ready for examination on and after the 10th of January.

Payments for work done will be made monthly, in cash, and with the usual reservation.

References will be required from contractors not personally known, and the company reserve the right to reject any bid not deemed to their interest.

I. M. Sr. JOHN, Chief Engineer.

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST and CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No 1.	10 in. Diam.,	9 in. overall,	\$40 per set of 4 springs.
2.	10 " "	6½ " "	35 " "
3.	8 " "	11 " "	36 " "
4.	8 " "	9 " "	35 " "
5.	7½ " "	6½ " "	30 " "
6.	10 " "	8 " "	40 " "
7.	7½ " "	8 " "	35 " "

PHILIP S. JUSTICE, President

No. 14 N. Fifth St., Philadelphia.

ff St., New York

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.&D.&M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&E.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indiana
[Aug. 2, 1866]

THE STEAM SYPHON PUMP

IS THE

Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE STEAM SYPHON WATER-STATION

Locomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use.

For Circumstances and other information, address,

STEAM SYPHON COMPANY,
48 Bay Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

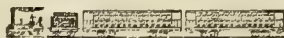
CINCINNATI.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

NOV. 19, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....		M.	8:30 P. M.
DAYTON.....	1		11:01 "
URBANA.....	1	M.	12:40 A. M.
GALLIEN.....			3:35 "
MANSFIELD.....	4:15 "		4:25 "
MEADVILLE.....	12:45 A. M.		1:15 P. M.
Arrives SALAMANCA.....	5:20 "		6:15 "
OLCAN.....	6:38 "		7:55 "
HORNELLVILLE.....	8:47 "		0:30 "
CANNING.....	10:40 "		12:16 A. M.
ELMIRA.....	11:12 "		12:52 "
OWEGO.....	12:33 P. M.		2:18 "
BINGHAMPTON.....	1:18 "		3:07 "
PORT JERVIS.....	6:17 "		4:10 "
NEW YORK.....	10:30 "		12:30 P. M.
Trains leave CLEVELAND.....	7:30 A. M.		7:00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scripti n, unequalled by any Rail way on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

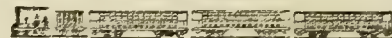
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

--OF--

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:40 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front Ya East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12:15 p. m.

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 4:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:30 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:40 a. m.; Allentown at 6:00 a. m.; Easton at
7:00 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:30 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:30 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:30 p. m. Through cars from Harrisburg to New York
Arrives in New York at 0:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7:00 A. M.	9:10 A. M.
Springfield & St. Joseph Ex.....	12:00 P. M.	4:30 P. M.
St. Louis & Chicago Ex.....	4:55 P. M.	12:15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

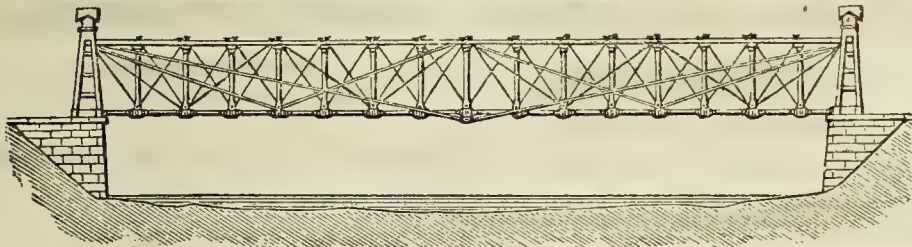
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5:15 P. M.	5:05 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philade. phia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

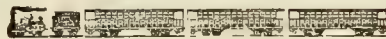
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAIL ROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent.
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

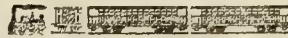
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORP, president
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad
CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works
June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELIAS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—from 1 1/4 to 24 inches in diameter, and branches for same, &c., &c.

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, MARCH 21, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.	
One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	7:00 A. M.	10:00 P. M.
Night Express.....	8:30 P. M.	8:00 A. M.

LITTLE MIAMI.

Morning Express.....	7:30 A. M.	7:55 P. M.
Milford Accommodation.....	8:25 A. M.	10:20 A. M.
Express Mail.....		6:25 A. M.
Columbus Accommodation.....	3:50 P. M.	
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Night Express.....		9:50 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.	
Baltimore and Washington City	
Express Mail.....	7:30 A. M. 5:00 P. M.
Baltimore and Washington City	
Night Express.....	12:35 A. M. 5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M. 5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M. 10:00 A. M.
Loveland Accommodation.....	5:45 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	10:00 P. M.
Toledo, Detroit and Canada.....	8:30 P. M.	7:10 A. M.
Richmond and Chicago.....	7:15 A. M.	11:55 P. M.
Richmond and Chicago.....	5:00 P. M.	1:50 P. M.
Bellefontaine and Sandusky.....	7:00 A. M.	10:00 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:31 A. M.
Indianapolis & Cambridge City.....	7:15 A. M.	10:00 P. M.
Indianapolis & Cambridge City.....	3:00 P. M.	10:30 A. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:40 P. M.
Dayton Accommodation.....	5:30 P. M.	10:20 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:15 A. M.	10:00 P. M.
Connersville, Cambridge City and Indianapolis Express.....	3:00 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	11:25 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	1:10 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:40 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:30 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Morning Express.....	6:40 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:30 A. M.	4:10 P. M.
Lightning Express.....	8:00 P. M.	5:25 A. M.

The Power of the National Government over Railroads and Telegraph Lines.

A movement will be made before long to place the Railroads and Telegraph lines under the supervision of the United States Government; and there can be no doubt, that before many years it will be successful. The reasons for this are just the same as those which produced the formation of the National Government itself. It is impossible to make a uniform system of either running or government for railroads over the whole country, when the lines must cross the boundaries of half a dozen States. The Railroad companies, acting on the perception of their own interests, have succeeded in making connections and running on a common line, made better time than could have been anticipated; but, there are some things they cannot do. For example, they cannot prevent a State from making a monopoly of one line, or refusing to grant charters, and thus limiting competition; nor can they prevent a State from making rules and limitations peculiar to that State, which are injurious to the conduct of the general business. In regard to the first case, we have the example of New Jersey, which by a contract with the Camden and Amboy Railroad, admitted to be extremely advantageous to both parties, nevertheless, greatly inconvenienced and annoyed the public; for persons were literally not allowed to go from New York to Philadelphia, except over the Camden and Amboy line. The State of New Jersey refused, (as in fact its contract with the Camden and Amboy compelled it to do,) to grant any charter to any other company to cross that State in the direction of Philadelphia. In an other case, the State of Pennsylvania having granted a charter to the Pittsburgh and Connellsville road, intended to connect with the Baltimore road at Cumberland, took advantage of a nominal forfeiture to stop the Connellsville road, and require it to connect with Philadelphia through Bedford county. This act of the Legislature was set aside by the courts, and the Connellsville road restored to its rights. The history of the case has been fully given in the RECORD. In regard to laws and regulations, great diversity of course prevails; but this concerns rather the companies than the public.—One example of peculiar legislation in this way, is that of New York, in prohibiting passes over the roads. This is so supremely ridiculous that we believe it was repealed the next year. At any rate, its folly was universally admitted. Passes are a very cheap way of paying for some services which could not be paid for in money, and of complimenting persons who really deserve it. Iron rules for the government of Companies can no more be made, than for the government of individuals. It would be as impolitic for a Railroad company, as for a lawyer or a merchant to make itself unpopular by a want of cour-

tesy. But this is a matter which will regulate itself. We only give the example of New York to illustrate the diversity of Legislation.

We say then, that for these causes, and others concerning the management of the roads, the supervising power of the United States Government will be asked for before long, and before long it will be granted. In the meantime, the question may be regarded first in reference to the Constitutional power of the Government over this subject; next, in regard to the interests of the Companies, and lastly to the interests of the public. In our opinion, the law, and the interests of the Companies and the public all agree. Fairly considered, we think that all parties would be gainers by a general law, giving the same powers and limitations for all companies, and placing them all under general regulations.

1. As to the power of the general Government over the whole subject, we think there is no doubt. The power to regulate railroads under the Constitution, is just the same as that to regulate steamboats. It was not, however, till 1853, that Congress passed any general law supervising and regulating steamboats. This was finally done by the effort of steamboatmen themselves. The Act of 1853 covered, however, the whole ground of right under this law, as the reader knows. Steam supervisors and inspectors have been and are appointed under the general Government, and a system of regulation enacted, governing the whole subject of steam in boats. The power of Congress over the whole subject of transit between the States, is plain and positive.

The Constitution, (Art. 1. Sec. 8,) gives Congress power, (Clause 3,) "to regulate Commerce with Foreign Nations, and among the several States, and with the Indian Tribes; and (Clause 7,) "to establish Post-Offices and Post roads.

The power to regulate Commerce among the several States is conclusive, and was so held in the celebrated case, in the supreme court, of *Gibbons vs. Ogden*, 9. Wheaton's Reports.

The points of that decision are given in Mansfield's "Political Manual" a part of which is: "The Court has decided that the power to regulate Commerce is the power to prescribe the rule by which Commerce shall be governed;" and "that, like all other powers vested in Congress, it is complete in itself, and has no other points than such as are prescribed in the Constitution."

So also the power to establish Post roads is the power to make a line of Railroads and Post roads from Bangor to San Francisco, or any other line, so that in fact, it is the power, under this single provision, of placing all the roads of the country under the contract of the Post-Office Department. Under the general power of regulating Commerce, Congress passed a general law supervising and regulating steamboats.

2. As to the interests of Railroad Companies, we believe it to be decidedly advantageous to them to be under a general system, placing all the Railroads on a level, and compelling fairness in their connection, equity of fares, and some general rules as to the rates of running. A good deal of this has been accomplished by the Companies themselves, but, would it not be better to make regulations universal? There is no danger that the laws when enacted, will endanger any railroad interests; for they will undoubtedly be made only, after a full examination of railroad men.

3. As to the public, we think there is no doubt. Some law of the general Government is absolutely necessary, on several points; 1st, to prevent monopoly lines, as in New Jersey, Pennsylvania and Maryland. We may say here, however, that Pennsylvania is now between changing its policy, and proposing to make a general grant of Railroad Charters. 2d. To save the bridging of great rivers, those especially which lie between two or more States. 3d. There ought always to be a general law to fence and enclose all roads. Generally, our roads are better managed than in Europe, but there is a singular neglect in not fencing our roads. Every part of a railroad should be enclosed. But it is not our purpose to go into details. We have said enough to show that this subject must come up, and that it is an important subject for discussion among them whose interests are involved. We desire to see the Railroad system made both profitable and prosperous. It will do something towards this when the general management of the roads are better systematized.

THE CHURCH UNION.—Is the title of one of our new exchanges, and although it is generally supposed that religion and railroads do not mix well, we feel no hesitancy in commending the "UNION" as a good family paper to our railroad friends, as they do not all belong to that class usually denominated *heathen*. By the way, very few have ever thought what an instrumentality railroads could be made in the enlightenment of the world. How long would it take to produce an enlightened civilization on the entire face of the globe, if the whole world was traversed with the iron horse, as is the State of Ohio? Can some of our calculating and enthusiastic churchmen tell us?

THE SUEZ CANAL.—The *Moniteur* of the 14th says: A telegraph dispatch from Suez, sent to Paris on the 11th of February by M. F. de Lesseps, who is visiting the works of the Isthmus with Lord Clarence Paget and the Governor of Bombay, announces that the waters of the Mediterranean now reach the Suez. A shipment of 100 bales from Siam, containing articles for the University Exhibition of Paris, has already taken the maritime Canal route.

Cincinnati Gas Company.

At a meeting of the stockholders of the Cincinnati Gas-light and Coke Company, held at the company's office, on Wednesday, the Hon. W. S. Groesbeck in the chair, the following preamble and resolutions were then offered by Wm. S. Caldwell, and passed:

WHEREAS, We, the stockholders individually interested in the Cincinnati Gas-light and Coke Company, have been convened to express our opinions with reference to the contemplated purchase of the property and rights of the company by the city, and,

WHEREAS, We are desirous of meeting the city fairly and promptly, and enabling them speedily to acquire said property and rights at a fair price and compensation.

Resolved, That an Advisory Committee of six stockholders, consisting of Reuben R. Springer, Edmund Dexter, General Joshua H. Bates, Henry Hanna, Charles W. West, and Dr. J. H. Pulte, be appointed to act in connection with the Board of Directors in selecting two disinterested persons as appraisers of such property and rights under the first and sixth sections of the ordinance of June 16, 1841.

Resolved, That we desire that the Committee and the Board proceed to make their selection of officers with no more delay than is absolutely necessary to enable them to secure the services of men entirely disinterested, uncommitted and impartial.

On motion of Dr. J. H. Pulte, the following was passed:

Resolved, That any action taken by the above-named committee, in connection with the Board of Directors, be submitted to an adjourned meeting of stockholders for ratification or rejection.

Resolved, That this meeting now adjourn, to meet at the call of said Committee and Board of Directors.

WM. L. CLARKE, Secretary.

It will be seen from the above, that the Gas Company has not been laggard in responding to the demands of the City Council for the purchase of their works. This we were confident would be the case, and that they would throw no obstacles in the way of a purchase by the city, for there can be no doubt but that the finality resulting from the *guerilla raid* on the Company by the leaders of the "ring" in the dominant party, was the very best for the Company; yet it is a doubtful cause of rejoicing that we thereby add to the already more than sufficient sources of corruption in our local politics. We have no doubt the Company will select men in whom the entire community will have full confidence as to their integrity, and although it would be difficult to find those who are disinterested in this controversy, as the law requires, for nearly every one has taken sides in it, yet it would be easy to make a selection of those who have been less active in it than at least one of the appointees of the Council. Of this, however, as the Company has not complained, we do not see that, as a tax-payer, we have any ground to find fault. As we are to be forced to dance, we hope to get the fiddling as cheap as possible.

Charter of Cincinnati, Lexington and East Tennessee Railroad.

An act to incorporate the Cincinnati, Lexington and East Tennessee Railroad Company.

SECTION 1. Be it enacted by the General Assembly of the Commonwealth of Kentucky, That the name of the Lexington and Southern Railroad Company is hereby changed to the Cincinnati, Lexington and East Tennessee Railroad Company, and as such, the stockholders thereof, with their future associates, successors and assigns, shall have perpetual succession, and be an incorporated company, as capable in law as natural persons to contract and be contracted with, sue and be sued, in all courts of law and equity in this Commonwealth or elsewhere; to have a common seal, and alter or abolish the same at pleasure; to acquire, by purchase or otherwise, hold and convey, real and personal estate; to make by-laws, and have all rights, powers, and privileges which such corporations may lawfully have, with power to complete, use, and maintain their line of railway, or any part thereof, from Lexington, by Nicholasville, to any point they may select on the southern boundary line of Kentucky, and connect with any railway from that direction, and to extend their line of railway from Lexington, through Scott and Grant Counties, to the Ohio River opposite the city of Cincinnati, or any part thereof, on such route as they may select; and may purchase the line of railway now existing between Lexington and Covington, or consolidate therewith, with a branch or branches in any direction, and from any point or points on said route or line of road south of Lexington they may think proper; provided the construction of such branch or branches does not materially impair the vested rights of other corporations, and no branch is over twenty-five miles long; with as many tracks and turn-outs as they may think requisite; with a roadway not more than sixty-six feet in width, except where more is necessary for the construction and use of the railway; with all other appendages necessary for the convenient use of said railway and branches.

SEC. 2. The said railroad company shall have the same rights and privileges of prosecution; and any person or persons shall be liable to the same penalties and forfeitures for injuries, intrusions, obstructions and hindrances, done and committed upon the real or other property of said company, or otherwise to the prejudice of said company, as are provided in the laws incorporating the Louisville and Frankfort railroad company, and amendments thereto, or of any and all other railroad companies incorporated in this Commonwealth.

SEC. 3. It shall be lawful for this company to unite their road, branch or branches, with any other railroad or railroads, or portions of railroads, and to acquire interests in other roads or parts of roads, and use the same as parts of their main line, branch or branches, with the consent of the directors of such companies. And it shall also be lawful for other companies, now or hereafter incorporated, to unite with this road, branch or branches, with the consent of its directors. And such union of interests, and all necessary running arrangements, between this and other companies, may be consummated upon such terms and conditions as may be agreed by the respective parties. And this charter shall extend over all roads or parts of roads which this company may purchase, and supersede other charters of said roads or parts of

roads, if this company so elect. And where interests in other roads or parts of roads are acquired, this charter may apply to such roads or parts of roads to the extent of the interests so acquired, as the parties may agree.

SEC. 4. The capital stock of this company shall be any amount the company may determine, not to exceed thirty thousand dollars per lineal mile of the main line and branches, except the bridges over the Kentucky and Cumberland Rivers, each of which is hereby declared to be equal in value to ten miles of railroad, and shall be so regarded in amount of capital stock, and in all charges for transportation and business done on or over the same. The capital stock of said company shall be divided into shares of one hundred dollars each, and may be sold by the company and purchased or subscribed for by any city, county, corporation or individual, upon such terms and conditions as the company by its by-laws may direct, and shall be vendible and assignable in any manner said by-laws may prescribe.

SEC. 5. Should the company so determine, they shall have full power and authority to issue and sell their bonds, in such form, at such times, and to such amounts, and payable at such times and places, with interest (not to exceed ten per cent. per annum, payable half yearly) as they think proper. And they may secure the same by mortgage or deed of trust upon said road, branches and machinery, and all the property, assets, franchises, rights and privileges of said company, conditioned upon the punctual payment of the interest and principal of said bonds when due, with authority for the trustees to sell said roads, property, assets, &c., to raise the amount due for such interest or principal, if not punctually paid, upon such terms and notice as shall be declared in the mortgage or deed of trust. And the purchaser shall be entitled to all the franchises, rights and privileges of this charter, and subject to its obligations and restrictions. And said bonds shall not exceed in amount thirty thousand dollars per lineal mile for the main line of said road and branches, and bridges rated as in the foregoing section.

SEC. 6. In order to aid the construction of this road and branches, it shall be lawful for any city, county, or part of a county, through which said road or any branch may run, or any city, county, or part of a county adjacent thereto, including the cities of Newport, Covington and Lexington, and the counties along the line of railroad from Covington to Lexington, to make donations to said railroad company, and subscribe for the capital stock and the bonds thereof, to such amounts, payable at such times and on such conditions as may be proposed by the company or its agents, and ratified by a majority of the voters of said city, county, or part of a county, voting upon the propositions respectively submitted to them. And upon the application of said company of its agents, the Mayors of the respective cities, and county judges of such counties respectively applied to, may give public notice, designating a day and causing polls to be opened at all the voting places in said cities, counties, or parts of counties, and cause a vote to be taken by the qualified voters, for and against the respective propositions submitted; of which notice shall be given within ten days after such application is made; and the times and places for such voting shall be published in the manner now required by law in the election of members for the Legislature, for at least three weeks preceding the day of such voting; and it shall

be the duty of the officers now required by law to appoint judges, clerks, and other officers, to superintend and conduct said votings or elections in the cities and counties, with such powers and under such regulations as are prescribed and given to them at other city and county elections; and to make their returns as at other elections. The mayors and county judges shall examine and compare the polls of the votes taken in their respective cities, counties or parts of counties, and declare and certify the result thereof, which, if in favor of the proposition submitted, shall be recorded in the city or county clerk's office of the respective cities and counties. And the propositions so accepted shall constitute obligations on said cities, counties and parts of counties respectively, the full performance of which may be enforced as other contracts.

SEC. 7. And upon the compliance of said railroad company with the stipulations of the respective propositions so ratified by said cities, counties and parts of counties, the mayor and council of said cities, and county courts of said counties, shall levy upon all the property of said cities, counties and parts of counties, subject to State revenue tax, *ad valorem* taxes sufficient to pay the various sums agreed to be paid as they become due, allowing for the usual delinquencies in collections and commissions to officers; and any deficiency shall be made up from the funds usually raised by county levy in the counties, and in the cities from the city treasury; and any surplus shall be turned over to such funds. And they shall cause the collections to be made by the same officers, under the necessary bonds and securities, with the same power and authority granted, and under the same liabilities imposed by law, as other taxes are collected in said cities and counties, and paid to said railroad company. And the mayor and council of said cities, and county courts of said counties respectively, are hereby fully empowered and authorized to do all other things necessary to carry out all contracts between their several cities, counties, and parts of counties, and the railroad company, made in pursuance of this and the foregoing section.

SEC. 8. Said railroad company may construct or purchase and own a telegraph line near their road and branches, or may become owners of stock in any company which may construct such line of telegraph.

SEC. 9. Said railroad company may charge for receiving, forwarding and storing such articles and packages as may be consigned to them, or deposited in their warehouses, or with their agents for safe-keeping, or to be forwarded; and they may establish by their by-laws rates of storage and other fees for such services. And said company may establish an express company over their line of railroad, branches and connections, and become owners of stock in such a company, with the usual privileges of such companies, and subject to the usual restrictions upon them.

SEC. 10. Said railroad company may receive and enjoy any corporate rights, franchises, and privileges in other States which they may receive from the Legislatures thereof, or which they may acquire therein, not inconsistent with this charter or the laws of this Commonwealth.

SEC. 11. Said company, its officers, engineers, agents, contractors, or employes, may enter upon, survey, use, excavate, or fill up, any land which may be required for the site of said road, branch or branches, or the depots, warehouses, machine shops, or wharves thereof, and for the construction, use, or re-

pair of the same, or its works and appurtenances; and may take and use any earth, timber, stone, gravel, or other material, which may be useful and necessary for the construction, use, or repairs of the same; may cross roads and streams, and change the same when necessary; and may construct and have tunnels, bridges, and wharves, provided said bridge or bridges shall not materially and continually obstruct the navigation of any navigable stream.

SEC. 12. That upon the application of said company or its agents to the presiding judge of the county court of the several counties through which said road or its branches may be surveyed, the presiding judge of such court shall appoint two impartial commissioners, whose duty it shall be, with an engineer of the company, to take from the owners and proprietors of lands, or those having an interest therein, and through which it is proposed that said road or any part thereof shall pass, a grant of the use and right of way through the same, and of grounds for depots, warehouses, machine shops and buildings; and said engineer and commissioners, or either of them, shall have the same power to take acknowledgements of the grantor that clerks of the county court now have; also, to take privy examinations of married women, and certify such acknowledgements. And it shall be the duty of the county clerk to receive and record the said grants and certificates the same as other deeds; and such grants, so certified, shall vest in said company all the rights thereby expressed or intended; and any or all grants of the said company may be for the fee of the lands granted, or any lesser estate, and may include the full and absolute right and disposal of all the earth, stone, gravel, fuel, timber, and materials so granted to said company, provided that said company may acquire said grants by contract, or purchase, on such terms as may be agreed with the proprietors.

SEC. 13. That in all cases where the owners and proprietors of lands shall fail or refuse to grant or sell the right of way, or grounds for the depots, warehouses, work-shops, sidetracks, turnouts, bridges, &c., required for said road, it shall be lawful for said engineer and commissioners, or any two of them, and it shall be their duty, from their own view and such proof as shall be presented, to value the land required for the road separately, and the advantages the road will be to the adjoining lands of the proprietors separately, and the disadvantages to such adjoining lands separately, and make report of the same, together with a description of such land so required, and a map of the road through such county, to the clerk of the county court of such county, with names of the owners of such lands, and their residence, if known, and whether they are adults or infants; and it shall be the duty of the clerk of such county court to issue a summons against all such owners, to show cause why the grant of the right of way, or use of such lands, for the purposes aforesaid, shall not be made on the payment of the damages for the land required, if any so reported; and upon the service of such summons upon the owner, if in the county, and if not, upon the agent in the county, if such owner have any, ten days, the presiding judge of the county court shall have jurisdiction on said report, upon the payment of the assessed value of the land and amount of damages, if any, after deducting the value of the assessed advantages to the adjoining land, or tender of the same, or upon a deposit of the same with the clerk of the court, subject to the order of the party entitled thereto, to order a grant of

the right of way or use of the land for the purposes aforesaid, to be executed to the company by a commissioner to be appointed by the presiding judge of the court for that purpose: Provided, That if the owner is out of the county, and have no known agent in the same, it shall be lawful to send the summons to any county in the State, where the owner or his authorized agent may be. But if the owner be not a resident of the State, and have no known agent in it, the presiding judge of the court shall make an order of appearance, by a day named, not less than four weeks, and appoint an attorney to correspond with the owner and defend for him; and when the owner is an infant or a lunatic, the court shall appoint a guardian, *ad litem*, to appear for such infant or lunatic and make defense; and it shall be lawful for the court to take up the case as to any one owner who is before the court, without waiting until all are served with notice: Provided, In no case shall the actual value of the land taken by such company be diminished by the estimated advantages to the balance of the land. That said engineer and commissioners, before they proceed to act, shall swear (or affirm, as the case may be) that they will well and truly discharge the duties of their said appointment or office, under this act, to the best of their skill and judgment; and said engineer and commissioners shall receive a fair and reasonable compensation for their services, to be approved by the court, and taxed as a part of the cost; and the sheriff, clerk, and other officers of the court shall have and be entitled to the same fees as they are now entitled by law for the like services, to be taxed by the clerk and paid by said company.

SEC. 14. That it shall be lawful for the company, or for the owner, to traverse the report, or for both to traverse it, and claim a jury to value the land required for any of the purposes mentioned in the foregoing section, and to assess the damages to the adjoining land, and the advantages the road will be to the same, all of which shall be retained separately; and, thereupon, the court shall cause a jury to be impaneled to try the traverse or traverses in open court, and under its direction; and it shall be the duty of the court, on motion of either party, to order an actual view of the jury, under charge of the sheriff, of the premises required; and to order the damages assessed by the jury to be paid, and also the damages to the adjacent land of the proprietors, first deducting therefrom the amount of estimated advantages so assessed, to be paid upon the taking of the same by said company; and the court shall have a right to grant to either party a new trial for the same causes for which new trials are ordinarily granted at law; and either party may appeal to the circuit court of the county; but no appeal shall prevent the company from proceeding to locate and construct their road and branches upon the payment or tender of payment of assessed value of the land and damages: Provided, That if the president and directors of said company, after having selected a route for said railway or branches, find any obstacle to continuing said location either by the difficulty of construction or procuring right of way at reasonable cost, or whenever a cheaper or better route can be had, they shall have power to run the route and change the location. In case of traverse or appeal, the additional cost thereby created shall be adjudged by the court against the unsuccessful party. And in every case when the owner of the land, or other property sought to be condemned, or the owner of any interest therein, is an idiot, lunatic, infant, or unmarried woman, or is absent from

the State, and not actually served with the process, the judge shall not render judgment or condemnation of such property without the intervention of a jury to assess the value thereof and inquire into the damages, as hereinbefore provided.

SEC. 15. That said company shall be entitled to collect such tolls and rates for travel and transportation over their road and branches as their board of directors may adopt and order to be charged, not to exceed the rates for tariff now established by law for the Lexington and Frankfort and the Louisville and Frankfort Railroad Company, except the ten per cent. extra allowed those companies in an act for their benefit passed February 14, 1865.

SEC. 16. The stockholders, or a majority in interest, in person or proxy, shall meet in the city of Lexington or Covington at such place or time as they shall appoint, and the majority in interest then present shall proceed to elect from their own number or otherwise a board of any number, not less than seven nor more than thirteen directors, as they may determine, to manage the affairs of said company; and said directors shall elect from their own body a president for said company. In all elections or proceedings by stockholders (except the annual meetings) the majority in interest, in person represented, shall form a quorum to do business; and every stockholder shall be entitled one vote for each share of stock owned by him, her, or it, and may depute by writing any other stockholder to vote and act as his, her or its proxy. The stockholders present shall appoint judges of the elections of directors, and the president and directors shall hold their offices until their successors are elected, subject to the by-laws of the company.

SEC. 17. The directors shall be chosen annually by the stockholders present or represented, at such convenient place in Lexington or Covington as the president and directors may designate, on the second Tuesday in May of every year. The directors of said company, or a majority of them, shall allow the president such compensation for his services as they may deem proper; and if any vacancy shall occur by death, resignation, neglect, or refusal to act of any president or director, before his term of office has expired, a person to fill such vacancy may be appointed by the president and directors or a majority of them. And all elections which are, by this act, or by laws of said company, to be made on a particular day, or at a particular time, if not made on such day or at such time, may be made at any time within thirty days thereafter.

SEC. 18. A general meeting of the stockholders may be called at any time during the interval between the annual meetings, by the president or directors, or a majority of them, or by the stockholders owning at least one-fourth of the whole stock subscribed, upon giving thirty days public notice of the time and place of holding the same, which shall be in Lexington or Covington, named in the advertisement; and when such meeting is called, the notice shall specify the particular object of the call; and if, at any such called meeting, a majority in interest of the stockholders of such company is not present, in person and by proxy, such meeting may be adjourned from time to time for any period not exceeding three days, without transacting business; and if within that time stockholders having a majority in value of the stock subscribed do not attend, such meeting shall be dissolved.

SEC. 19. At the regular meetings of the stockholders of said company, it shall be the duty of the president and directors for the pre-

ceding year to exhibit a clear and distinct statement of the affairs of the said company for the preceding year; and at any called meeting of the stockholders as aforesaid, a majority in value of the attending stockholders may require similar statements from the president and directors, whose duty it shall be to furnish them when thus required. At any general meeting of the stockholders, a majority in interest of those present may remove from office the president or any director, and fill up vacancies to the extent required.

SEC. 20. Said president and directors shall annually or semi-annually declare and make such dividends as they may deem proper of the net profit arising from the business of said company, after deducting the necessary current and probable contingent expenses; and they shall divide the same among the stockholders of said company in proportion to their respective shares, and may make stock dividends, if the company so determine.

SEC. 21. Any president and director of said company, before he acts as such, shall swear (or affirm, as the case may be) that he will well and truly discharge the duties of his said office to the best of his skill and judgment.

SEC. 22. The president and directors of said company may appoint such officers, engineers, agents and servants as they deem necessary for the transaction of the business of the company, and may remove any of them at pleasure, and determine their compensation, with such bonds and securities, and under such penalties as they may deem proper, upon which recovery may be had for the breach of the conditions thereof. And they, the president and directors, and their agents, are further empowered, under the name of, and for the company, to carry out all the provisions of this act, except such as are especially reserved therein for the direct action of the stockholders, and such as a majority in value of the stockholders may elect to reserve for themselves and such other officers and agents as they may appoint.

SEC. 23. The rate of taxation on this road shall be the same as that fixed by law on other taxable property for the public revenue, and the valuation shall not exceed \$20,000 per lineal mile of finished road. And the tax shall be paid by the company into the State Treasury on or before the 1st day of December in each year: Provided, That no tax shall be demanded of said company until said road is completed.

SEC. 24. Said company shall begin work on their road within two years, and complete the same within ten years from the passage of this act: Provided, That if said company does not *bona fide* commence work to build said road within two years after the passage of this act, this charter shall be null and void, and have no further force or effect.

SEC. 25. This act shall take effect when accepted by the stockholders of the Lexington and Southern Railroad Company, or a majority in interest of the owners thereof, who shall act upon it within ninety days from its passage; and upon its adoption, all other acts relating to said Lexington and Southern Kentucky Railroad Company, are hereby repealed.

SEC. 26. Should said company build their main line by Lancaster, they shall finish the line from Nicholasville by Danville to the extension of the Lebanon Branch Railroad.

SEC. 27. That the twenty third section of an act approved March 2, 1860, entitled "an act to incorporate the Lexington and Kentucky Railroad Company," be, and the same is, hereby repealed.

Approved March 9, 1867.

Railroads and Canals of New Jersey.

The Comptroller of the State of New Jersey has presented to the Legislature copies of the Reports of the Railroads and Canals for the year 1866, as filed in his office. The following brief abstracts show the extent, character, and productiveness of the internal improvements of that State:

Central.—Receipts, \$3,581,244 28; expenses, \$1,963,975 69. After deducting dividends, taxes, &c., a balance remains of \$106,851 62. The number of tons of merchandise, and on coal is 1,826,259; 103,098 tons being for coal. Number of passengers carried, 40,83,592.

The South Branch (leased to the Central) reports amount of work done under head of grading and construction account, \$362,291 89; paid on account of right of way, \$52,843 43; station houses, &c., \$16,557 78; amount received on capital stock, \$488,300.

Warren.—Receipts, \$451,297 41, and expenses, \$296,351 96. Passengers carried, 89,959; tons of freight, 1,170,638.

Camden and Amboy.—Receipts, \$4,312,895; expenses, \$3,801,732 45.

Freehold and Jamesburg Agricultural.—Receipts, \$54,116 27; operating expenses, \$41,483 35; passengers, 58,710; tons of freight, 39,000.

Rocky Hill.—Receipts, after deducting divisions with other roads, \$13,472 45; expenses, \$9,139 12.

Camden and Burlington County.—Receipts, \$65,144 03; expenses, \$43,524 14; passengers, \$127,614. This report includes the operations of the Vincenttown branch road up to Oct. 1.

Camden and Atlantic.—Receipts, \$303,975 22; expenses, \$174,105 70.

West Jersey.—Receipts, \$263,420 19; expenses, \$178,591 89.

Flemington.—This road has been worked by the Belvidere Delaware Railroad. Receipts, \$14,561 21; expenses, \$22,071 91.

Belvidere, Delaware.—Receipts, \$536,180 64; current expenses, \$400,730 52; extraordinary expenses, \$100,000; net earnings Belvidere Delaware and Flemington Railroads, \$128,939 42; loss working Flemington road, \$6,510 70.

Salem.—Receipts, \$37,543 69; expenses, \$27,286 55.

Cape May and Millville.—Receipts, \$85,948 95; expenses, \$110,258 89.

Millville and Glassboro'.—Receipts for rents, &c., \$59,262 99; paid for permanent improvements, &c., \$15,277 16. Road under lease.

Raritan and Delaware Bay.—Receipts, \$335,651 47; expenses, \$356,801 53; passengers, 180,794; tons of freight, 67,418 8-10.

New Jersey.—Receipts, \$1,770,862 40; expenses, \$981,847 48; passengers, 3,568,191; tons of freight, 256,534.

Millstone and New Brunswick.—Receipts, \$13,807 47; expenses, \$8,967 70; passengers, 34,423; tons of freight, 12,026.

Paterson and Ramapo.—Rent from Erie Road, \$26,500.

Paterson and Hudson River.—Rent of Road, \$53,400.

Northern.—Receipts, \$222,769 42; expenses, \$199,818 29; passengers, 450,451; tons of freight, 17,687.

Morris and Essex.—Receipts, \$1,020,077 84; operating expenses, \$715,203 12; passengers, 1,066,179, exclusive of those commuting and free.

Newark and Bloomfield.—Receipts, \$50,004 34; expenses, \$50,042 42; passengers, 240,600.

Long Branch and Sea Shore.—Receipts, \$58,131 08; expenses, \$43,267 25.

Perth Amboy and Woodbridge.—Receipts, \$14,830 72; expenses, \$12,464 22; passengers, 94,300; tons of freight, 4,690.

Hibernia Mine.—Receipts, \$37,320 19; expenses, \$31,888 35.

Orange and Newark Horse Car.—Receipts, \$124,679; expenses, \$94,112 15; passengers—Orange and Newark, 596,588; Broad street, 589,834; Belleville and Newark, 195,636; Market street, 215,767; total, 1,597,825.

Ogden Mine.—Receipts, \$12,978 10; expenses, \$9,833 43.

Delaware and Raritan Canal.—Receipts, \$1,294,156 69; expenses, \$360,513 83.

Morris Canal.—Receipts, \$625,470 17; repairs, \$209,572 17; lock and plane tending, etc., \$66,264 83; superintendence and management, \$29,965 67.

DAYTON SHORT LINE CONSOLIDATION.—The new arrangement will go into effect directly upon the ratification of the contract by the stockholders of both roads at their regular meetings, early in May. Of this ratification there can be little doubt, as the negotiation just closed is undoubtedly the very best thing that could be done for both companies. As above remarked, it avoids the expense of building a second road at a cost of millions of dollars, avoids a ruinous competition, and makes fast friends of two corporations which cannot afford to be enemies or rivals. This arrangement is regarded by railroad men as the most important that has been effected in Ohio for some time, and of its execution, the entire credit is due to Messrs. L'Hommedieu and Sloane, as the plan originated and culminated with them alone; and both corporations can be congratulated upon the result.

A portion of the funds set aside for the building of the Short line road can now be used at once in putting the track from Sandusky to Dayton in order, and we are glad to learn that seven hundred and fifty thousand dollars have been appropriated for that purpose, and will be expended during the present year on the road-bed between here and Dayton. That amount will make it a first-class road in every regard, and one of which Sandusky can be proud. President Sloane is now negotiating for one hundred new cars, and the rolling stock of this road will soon be made to correspond with its new destiny. We understand that trains will run through from Sandusky to Cincinnati as soon as the spring schedule is adopted in April. Thus we have, without waiting one or two years, a through railroad line from Sandusky to Cincinnati. Now, with an equally close connection with the East, which is only a question of a very short time, we shall soon be out of the woods.

The Cincinnati, Hamilton and Dayton road is double tracked, for ten miles out of Cincinnati, and the work of laying the double track to Dayton will be pushed forward. President Sloane has purchased ample grounds for a permanent depot in Cincinnati, located near the heart of the city, which will be reached by way of the canal basin.—*Sandusky Register.*

THE LEGISLATURE OF WISCONSIN having refused to grant permission for the construction of a bridge across the Mississippi at Winona, Minn., the Legislature of Minnesota has refused to grant permission for the construction of a bridge across the river at La Crosse.

The Coal, Oil and Iron Product of Pennsylvania.

The *Mining Register* says: The annual meeting of the Board of Trade was held Monday evening, Feb. 4. E. A. Souder presided. The annual report of the Executive Council, submitted by John Welsh, Esq., President of the Board, was read.

Below is an extract concerning three great staples of Pennsylvania, coal, oil, and iron.—On the subject of coal, we think any impartial expert will say, that an estimate of a half million of tons of coal for the local consumption of the anthracite region, in 1866, was about the right quantity. That estimate, however, having been made two weeks before the *Journal's* estimate, the innate propensity of the latter for exaggeration induced it to put down, for local consumption in the anthracite region, in 1866, one million tons.—The extract reads:

COAL.—The product of our coal mines has been unexampled in amount. For the first six months of the year the amount which paid tax was, by the returns of the Internal Revenue Department, 7,426,686 tons, or at the rate of 14,853,374 tons per year. But from other sources we find that this quantity, though in advance of any previous year, must be considerably too small. The total anthracite tonnage over the great carrying lines has been 12,399,747 tons; the product of the semi-anthracite and other localities, 539,281 tons; giving a total for the eastern coal fields of 12,939,028 tons, against 9,974,336 for 1865, showing an increase of 2,964,692 tons, besides what is consumed in the immediate vicinity of the mines, which is a matter entirely of estimate, the *Mining Register* supposing it to be 500,000 tons, and the *Miner's Journal* of Pottsville, 1,000,000.

The approximate product of the bituminous fields going west, cannot yet be ascertained, but it must undoubtedly swell the total for 1866 to more than 16,000,000 tons, against 14,002,723 for 1865, and 12,698,412 for 1864, and 12,228,720 for 1860, as given by the census of that year. The currency value of this coal at the markets of first delivery cannot have been less than \$80,000,000.

PETROLEUM.—In our last report was given the first and only statement resting upon positive testimony of the product of petroleum during the calendar year, viz.: the year commencing April 1, 1865, and ending April 1, 1866, as returned each month to the collectors of Internal Revenue under oath.

The total for that year was 2,237,734 barrels, or 89,509,380 gallons of crude oil; at the same time, it was remarked that it was impossible to account for this quantity by the shipments to foreign countries and the quantity paying tax and going into domestic consumption, which amounted together, when reduced to crude oil, to only 63,404,111 gallons, and it was remarked that it was absolutely necessary to suppose a very large stock existed in bonded warehouses to account for the oil produced.

The business of the year 1866 confirms the supposition, for the export has been unexampled, amounting from

	Bbls. refined.	Bbls. crude.
Philadelphia.....	568,119	124,423
New York.....	595,612	119,488
Baltimore.....	45,263	200
Boston.....	8,444	

Total 1,217,438 244,111
Which is equal to 1,867,361 barrels of forty gallons each, of crude oil, or to 74,694,440 gallons. Besides this, a few thousand barrels

have been exported from Portland and from Cleveland, Detroit and other lake ports. The home consumption from the internal revenue returns was 29,557,612 gallons refined, or, reduced to crude, equal to 29,410,149 gallons crude oil; adding the two, we find the consumption of the year, at home and abroad, to be 114,104,589 gallons of crude oil, against 63,404,111 the year before, and more than the ascertained gross product of that year by 24,595,209. But if we add together the two amounts as ascertained for 1865 and 1866, we obtain 177,508,690 as the product of two years accounted for, which for each year is 88,754,340 gallons—an amount singularly near 89,509,380, that ascertained for 1865, where such large amounts are concerned.

The money value of this article for the year is about as follows:

That portion sent to Great Britain, as reported in the returns of the British Board of Trade for eleven months, is 24,982 tons, and the estimated real value £570,378. Reducing this to gallons, the value is found to be 1s. 7½d. per gallon at this valuation, and it is not probable that shippers to Hamburg, Bremen, and the many other foreign ports to which it was sent, realized less than the sterling value. The exports of oil furnished exchange, taking that as the average value, for £4,989,242, less the shipping expenses; or, in gold, \$24,323,680, and in currency (1½) \$32,431,537. Estimating the home consumption at only 50 cents per gallon, \$14,778,806, the total value for the year is \$47,210,379 in currency at a very low average.

This large sum has not been fairly divided among the parties producing, refining and distributing it. The carrying companies have appropriated so large a share that the producers have been forced to accept a very meagre and unfair proportion.

IRON.—Of iron, the production and manufacture have also been large. Of pig iron, for the six months—January and July—during which a tax of \$2.40 was paid, the quantity returned was 323,134 tons, or at the rate of 646,268 tons, against 559,870 tons for 1865.

Forty-eight dollars per ton is a low estimate of the average value of this article, as reported in the Philadelphia and New York markets, which would indicate a gross value of \$31,020,864. The aggregate of these three staple products of Pennsylvania, when combined, is: Pig iron.....\$31,020,864 Petroleum.....47,210,379 Coal.....80,000,000

Total.....\$158,231,243

These articles, as estimated above, except the petroleum refined and used for domestic purposes, are taken in their rudest forms, and were last year estimated at a valuation of \$156,607,358—the increased production fully compensating for prices somewhat reduced.

COAL IN INDIA.—The coal fields at present discovered in Chindwarra extend over a surface of upwards of fifty miles, and varying in thickness of good coal from three to thirteen feet. There can be little doubt that these coal fields are the most important discoveries that have been made in India for years. The official report gives a very high opinion of the coal as a fuel, its freedom from iron pyrites and the great facility in working it. It would be needless to say more about the character of the coal after such an elaborate report by the geological survey officers; but it is our wish to show its value to the province, and more especially to the approaching Nagpore Railway.—*Friend of India.*

Quicksilver.

All the world is deeply interested in the product of this invaluable mineral, so much used in the arts, and so necessary in the extraction of the precious metals from other baser substances. The following statistics relative to it, and the condition and prospects of the Company, are from the Annual Report of the Quicksilver Mining Company. The product of this mineral throughout the world, for 1866, is given as follows:

	Flasks.
New Almaden, Cal.....	35,150
Almaden, Spain.....	32,400
Idria, Austria.....	7,225
New Idria, Cal.....	6,045
Lake Mine, Cal.....	2,980
Guadaloupe, Cal.....	1,654
Mount Diablo, Cal.....	80
Total.....	85,534

The accumulated stock in the different markets of the world is, as near as can be ascertained, about 120,000 flasks, and this abundant supply, with the annual production undiminished, has caused a serious reduction in the price. The capacity of all the quicksilver mines now in active operation for producing quicksilver, is at least double the annual consumption, and while quicksilver is an article of absolute necessity for those purposes for which it is mainly used, yet neither excess of supply nor the recent reduction in price appear materially to increase the demand.

The price of quicksilver in London has fallen from £8 per flask, and for large lots no more than £6 15 could be realized. This decrease in price does not for the present affect the income of the Company, as its produce having been sold in advance to the extent of 50,000 flasks at \$30 in gold, to be delivered prior to April 1, 1868, and of which 20,765 flasks have already been delivered.

The profits of the Company for 1866 may be stated as follows:

35,150 flasks at \$30 in gold.....	\$1,054,500
Cost of production, in gold.....	691,791
Apparent surplus.....	\$362,709
Interest paid.....	147,676

Remaining for stock.....\$215,033
or 2½ per cent. in gold.

The property is now represented by

Capital stock.....	\$10,000,000 00
Funded debt.....	1,500,000 00
Floating debt, gold.....	154,985 35
Floating debt, currency.....	50,000 00

The report concludes by stating that the present condition of the Quicksilver Mining Company, both in respect to its mining properties and its finances, is better than it has been at any time since its organization. If the surplus earnings of the Company have not equalled the early estimates made by the Company, nor the sanguine expectations of many of the stockholders, the reasons are to be found in causes beyond the control of any management. The reduction in the London price which governed all other markets of the world, from £8 to £6 15s. per flask, is equal upon the product of this Company for the last two years to about \$600,000 in gold, and it will be borne in mind that this reduction in revenue, when caused by a reduction in the price, is taken wholly from what otherwise would be the net profits of the Company. The

principal causes which have operated to the disadvantage of the Company for the past two years are three. *First:* The mines have yielded a lower grade of ores than during the previous years in their history. *Second:* The price for the quicksilver has been lower than has been known before for many years.—*Third:* There has been an increased production and greater competition, without a corresponding increase of consumption and demand.

STEEL DISCOVERIES.—One grand improvement which science must achieve is the adaptation of all our ordinary irons to the Bessemer process, and their conversion direct from the blast furnace, as has been practiced already in Sweden. Less than thirty years ago no steel could be made from English irons; but Josiah Marshall Heath, by a little mixture of black oxide of manganese and coal tar (which was the form in which his invention of "carburet of manganese" was finally adopted), solved the whole difficulty. Is it within the range of chemistry to equally adapt sulphurous or phosphorized iron to the Bessemer process? Whenever this is done, it may be said that hundreds of millions sterling have been added to the wealth of this country.—Such a discovery would be followed by the greatest revolution in the iron manufacture ever witnessed. Bessemer metal, too, should receive some mechanical treatment while in the melted state, whether by pressure, agitation, rolling, or otherwise. Mr. Bessemer himself has made excellent samples of tin-plate iron which would bear the great test—that of doubling first one way and then across the other way, like the sheets of this paper before it is cut, and that without cracking at the corner; and our readers may be astonished to learn that he made these plates merely by pouring the contents of a crucible of melted steel between a small pair of rolls, and without any intermediate working whatever. Depend upon it, the limits of metallurgical discovery have not been reached yet.—*London Paper.*

The following appropriations were made by the XXXIXth Congress:

Post Office bill.....	\$18,233,000 00
Pensions bill.....	33,200,000 00
Diplomatic bill.....	1,425,454 00
Military Academy bill.....	268,913 00
Rivers and Harbor bill.....	4,712,781 70
Naval bill.....	16,794,244 01
Leg. Executive and Judicial.....	22,950,091 99
Fortifications bill.....	1,290,000 00
Indian bill.....	3,017,255 86
Civil Service bill.....	6,086,863 88
Army bill.....	23,881,654 00
Deficiencies, sundry misor bills.....	12,752,779 17

Total.....\$144,793,037 61
Add interest on Nat'l. debt at 140,000,000 00

Total expenses.....	\$284,793,037 61
In Treasury, March 1:	
Gold at par.....	\$107,271,031 12
Currency.....	52,552,368 27—159,823,399 39
Balance.....	\$124,969,638 22

Edward O'Brien, the switch tender on the New Jersey Railroad, through whose criminal neglect of his duties two human lives were lost last summer, has been convicted of manslaughter, fined six hundred dollars, and sentenced to three months' imprisonment.

Traction Engines.

The first of a number of traction engines required by the Ottoman Carrying Company, has recently been turned out by Messrs. Dubs & Co., Locomotive Works, Glasgow, to the designs of Mr. D. K. Clark, C. E., embracing the Bray driving-wheel and many points of novelty which have been protected by patents. The engine is intended for service in Syria, between Damascus and the port of Beyrout, a journey of sixty-eight miles, across Mounts Lebanon and Anti-Lebanon, and is to carry ten tons of goods over steep inclines of one in twelve, and others scarcely less steep, at the rate of from three to five miles per hour.—This engine differs in several important particulars from the ordinary construction of traction engines. These have for the most part been made, as a *sine qua non*, cheap, after the model of the common portable engine, for agricultural purposes, combining the means of occasionally taking a load across a field or along a country road, with the means of driving machinery. But in the new engine, which is supported on bearing springs, a strong frame is constructed expressly to carry the boiler and the whole of the machinery, also to bear all the stress and fatigue incidental to the hauling of heavy loads on common roads. By means of a compact differential motion, the engine is enabled to turn the quickest curves, with a train behind it, with the greatest facility, the outer driving-wheel being, by self-acting means, enabled to revolve faster than the inner one, as in an ordinary carriage or wagon. Thus, the whole tractive power of the engine is available in turning the curves, getting rid of the stress and loss of power caused by the inevitable slipping and grinding of engines not so fitted. The machinery is arranged horizontally beneath the boiler, and thus a very simple and compact system of framing has been matured. The Bray teeth, which are applied to the driving-wheels, are formed hollow, so as to receive the thrust of the teeth-rods inside, and thus to avoid the tilting action of a thrust on end. By means of these and other specialties, Mr. Clark has endeavored to combine great strength and lightness with efficiency and durability; at the same time the cost is moderate. The engine carries five hundred gallons of water and fifteen hundred weight of coal, and when tested with the regulation load of ten tons, carried in two wagons over the steep inclines of the Cathcart Road, near Glasgow, she ran at the average speed of four and a half miles per hour, going and returning, the prevailing gradient being one in thirteen and a half, on a macadamized surface. The maximum speed was about six miles per hour, equal to that of a London four-wheeled cab. This, the first traction engine constructed for the Ottoman Company, is named the *Abdul Aziz*.—*Engineering*.

THE COAL-CARRYING WATER LINES IN PENN. SYLVANIA.—The subjoined statement exhibits the relative coal tonnage of the six great artificial water lines of Pennsylvania for the last two years:

	tons 1886	tons 1885	Inc. 1886
Monongahela Navigation.....	1,521,618	1,411,421	110,196
Del. and Hudson Canal.....	1,391,674	812,694	579,580
Schuylkill Navigation.....	1,296,357	1,022,740	273,617
Lehigh Canal.....	1,066,303	888,784	177,519
Pa. R. R. Co.'s Can. main Div. 603,975	422,805	181,170	
Wyoming Canal.....	403,642	329,124	134,518
Total by six lines.....	6,343,668	4,886,968	1,456,600

Western Rivers and Harbors.

The following are the appropriations made by the late Congress for the improvement of the Western Rivers and Harbors:

For improving navigation on the Mississippi river at Des Moines, or Lower rapids, according to such plans as the Secretary of War shall, on report of the Board of Engineers, approve, \$500,000; *provided*, however, that any canal that may be constructed around said Des Moines, or Lower rapids of the Mississippi river, shall be and forever remain free to navigation and commerce on said river, and no tolls shall ever be collected thereon.

For improving the navigation of the Mississippi river at Rock Island rapids, \$200,000.
For the harbor of Ontonagon, Michigan, \$97,600.

For building and operating two dredges and snag boats, to be used on the Mississippi river, between Fort Snelling and Rock Island rapids, \$96,000.

For building and operating one dredge or snag boat on the Wisconsin river, \$40,000.

For the harbor of Pentwater, Lake Michigan, \$55,000.

For the harbor of Pere Marquette, Lake Michigan, \$50,000.

For improving the mouth of the Conneaut river, O., \$10,000.

For Ashtabula harbor, O., \$54,000.

For improvement of the works at Grand river harbor, \$70,000.

For Sandusky river, from Fremont to Lake Erie, in Ohio, \$20,000.

For Maumee Bay, O., \$20,000.

For the improvement of St. Clair flats, Mich., \$150,000.

For the mouth of Saginaw river, \$28,000.

For St. Mary's river, \$50,000.

For the mouth of Au Sable river, Lake Huron, \$50,000.

For Marquette harbor, Lake Superior, \$85,000.

For Eagle harbor, Lake Superior, \$65,000.

For the harbor of Superior City, Wisconsin, \$63,000.

For the harbor of Auxbecscies, Michigan, \$10,000.

For Grand River harbor, Michigan, \$40,000.

For Black Lake harbor, Michigan, \$51,000.

For the harbor of St. Joseph, Michigan, \$23,000.

For the harbor of Racine, Wisconsin, \$45,000.

For the harbor of Sheboygan, Wisconsin, \$8,000.

For the harbor of Manitowoc, \$45,000.

For the harbor of Green Bay, \$45,000.

For the harbor of Manistee, Michigan, \$60,000.

For White River harbor, Michigan, \$57,000.

For Muskegon harbor, Lake Michigan, \$59,000.

For the harbor of South Haven, Michigan, \$43,000.

For the harbor of New Buffalo, Michigan, \$60,000.

For the mouth of the Mississippi river, \$200,000.

For the improvement of the Ohio river, \$100,000.

A RAILROAD NOVELTY.—The latest railroad novelty is the automatic magnetic switch, with which the officers of the New York and New Haven Railroad are experimenting. It is constructed so that information is sent automatically each way from the switch to the next station, whether it is open or shut, and engineers thus forewarned may avoid the risk of accidents by misplaced switches.

THE DELAWARE RIVER, from the head of tidewater at Trenton to the New York State line and the Erie Railway at Port Jervis, 123 miles, rises 441 feet, equal to an average rise of 3.58 feet per mile; from Port Jervis to the Summit, over which the Erie Railway passes into the Susquehanna basin, 96 miles, the Delaware River rises 932 feet, equal to an average of 9.70 feet per mile; from the Delaware Susquehanna Summit, on the Erie road, the Delaware River rises 513 feet to its source in the Catskill Mountains, New York, 1,886 feet above tide level, and distant more than 400 miles from the sea.

It will be perceived that the Belvidere Delaware Railroad, if it be extended up through the Water Gap to Port Jervis, will have throughout its whole length an average grade, descending with the river, and in the direction of its heavy tonnage, of only 3.58 feet per mile.

It was a grave mistake that the Delaware River was not made a slackwater navigation from the head of tidewater navigation to the New York State line, between which points the average lockage would have been 3.58 feet per mile, or less than half the average lockage per mile on the Lehigh Canal, which averages 7.81 feet per mile of lockage for its whole length of 48 miles from Easton to its terminus, two miles above Mauch Chunk. With the Delaware River made a slackwater navigation to the New York State line, there would have been opened from Honesdale and Hawley to New York a better coal route, via Trenton, than the existing canal route, via Rondout; and the towns along the Delaware above Trenton would have grown into greater importance than they now exhibit; whilst to Philadelphia and to Trenton a slackwater would have been of joint advantage, in giving the Upper Delaware Valley enlarged trade and corresponding consequence as a first-class route of internal navigation, beginning at tidewater.—*Mining Register*.

CONDITION OF THE SOUTHERN RAILROADS.—From information received it is evident that the Nashville and Chattanooga Railroad will not be in full repair for months to come.—The Western and Atlantic Railroad will probably be in running order in two weeks. The Nashville Railroad proper is now in full repair and running order, and the Superintendent of the road is ready to extend all possible aid and facility in making through connections with other roads, or any other means of conveyance.

We understand there is a project on foot to construct an air-line railroad eighty-five miles south of the Decatur Railroad connecting with the Louisville and Nashville Railroad. It is very favorably received, and the latter road stands pledged to aid the construction to the amount of \$500,000.—*Louisville Courier*.

GENESEE VALLEY CANAL.—The *McKean Miner*, published in the heart of McKean county, Pennsylvania, and in the mining region, says that if New York will make the Genesee Valley Canal what it should be, then private Pennsylvania enterprise would extend this great improvement into the heart of McKean, Elk, and Cameron counties, and during the canal season, despite all the railroads, the Valley canal would become the carrier of the coal of that region of Central and Western New York, the lakes, and Canada. It argues that the transportation from that region of lumber and iron is greatly to increase, and that the Valley canal would undoubtedly be one of the chief means of conveyance.

DISTANCES AND ELEVATION BETWEEN OMAHA AND SAN FRANCISCO—The following table shows the distances between, and the elevation above the level of the sea, of the principal points on the Union Pacific Railroad, from Omaha to San Francisco:

	Distance in miles.	Ab. sea level. Feet.
Initial point on Mo. river (Omaha).....	0	965
One Hundredth Mer.....	247	9,504
Base Rocky Mountains.....	517	6,019
Summit Evans' Pass....	548	8,242
Laramie River.....	578	7,175
Summit Rattlesnake Pass.....	613	7,560
North Platte.....	667	6,695
Bridger Pass.....	690	7,534
Green River.....	820	6,092
Reed's Summit.....	910	7,556
Salt Lake City.....	1,035	4,286
Cedar Mountains.....	.....	4,604
American Desert.....	1,161	4,400
Humboldt Mountains....	.....	6,125
Humboldt City.....	1,243	5,220
Truckee River.....	1,526	.....
Nevada and California State Line.....	1,560	.....
Summit Sierras.....	1,620	7,042
Western base Nevada Mountains.....	1,709	.....
Sacramento City.....	1,716	(tide-water).
San Jose.....	1,836	(tide-water).
San Francisco.....	1,890	(tide water).
Omaha, via Union Pacific Railroad and branch, to Denver....	630	5,302

A VERY BIG THING—In the United States Senate on Wednesday, Mr. Harlan, of Iowa, introduced a bill which provides for the construction of a freight railway from the Mississippi river to Syracuse, New York, and there connecting with the port of Oswego, and going eastward and southward from Syracuse, one branch to cross the Hudson at Albany or Troy, and at some convenient point branching again to Boston and New York, and the other to run down through the coal section of Pennsylvania, and after reaching to the vicinity of the Delaware river branching and connecting by the respective branches to Jersey City and Philadelphia. This is the substance of the bill as reported in the proceedings of the Senate.—*Exchange.*

The less the United States Government has to do with such jobs the better. If the government, as a landed proprietor, aids in the construction of railroads to improve and develop its vast estate, all right, that is just what any other sensible proprietor would do. All other big jobs had better be left to private enterprise.

The *Tribune* says that "A bill to prevent delays in railroad travel has been reported in the Legislature. It compels companies to make connections between their roads with reference to passengers, baggage, and freight, and appoints Commissioners to decide disputes. The recent quarrel between the Hudson River and Central Roads resulted in the breaking of their connection, to the inconvenience of the public, and shows the necessity of such a law as the bill provides."

UNION PACIFIC RAILROAD—A letter in a Denver (Colorado) paper, of February 18, says of the eastern division of the Union Pacific Railroad:—The road is finished twenty miles beyond or west of Fort Riley, and forty days of good weather will have the track to Salina. All the iron and ties, bridge, &c are at Chapman's Creek, and the grading for one hundred miles west of Fort Riley will be finished by the first of March. The iron will be laid to Fort Ellsworth by the middle of May. An additional contract for the grading of one hundred miles will be let on the 14th of this month, and I believe the road will be opened to the neighborhood of Pond Creek by the latter end of the fall season. As soon as the grass comes out the route will be carefully surveyed to Denver, previous to location, while another party of engineers will explore the mountain ranges for a practicable pass through the mountains, while, at the same time, a careful examination will be made of the country between the Denver and Omaha Railroads.

The *Tribune* says that "The Hudson River Railroad has at last acquired full title to St. John's Park, and has we understand paid for the same. Engineers are already at work in preparing plans for the new structure, and tracks at that point, and no exertion will be spared to place at the command of the road the full advantages of the new acquisition. At no remote day there will start from this center, steam roads to connect with the outgoing trains for the North, and the advantages of residing in Westchester County be placed so easily at command that New York will grow rapidly in that direction instead of cropping out into New Jersey and upon the Islands."

It is about time that the impression, so prevalent in nearly all large cities among the popular voting classes, and which is so often made use of by party papers to carry out their personal schemes of hostility to railroads should terminate. The location of railroad depots at convenient points is more a matter of interest to the public than to the railroad companies.

JAMES RIVER AND KANAWHA CANAL COMPANY—The *Richmond Times* announces that Col. Ellis has resigned the Presidency of this company. The Virginia Legislature has passed a bill giving six months further time to the French company to ratify the contract for the purchase of the canal. Speaking of the financial condition of the canal company, the *Times* remarks:

In 1860 it became bankrupt, and the State converted \$7,500,000 of its debt into preferred stock, which is now valueless. It is valueless because during the last seven years the canal has plunged each year more and more deeply into debt, until its dredging machines have recently been levied upon to satisfy certain executions. Its annual deficits and debts have been greater since the war ended than during its progress, and it can now find no avenue of escape from pecuniary difficulty, except in creating \$700,000 of additional indebtedness, wherewith to pay salaries, make repairs and pay off pressing debts. To enable the canal to do this, \$7,500,000 of the State stock must be mortgaged.

MONEY AND COMMERCIAL.

money market has shown no material change during the past week. Good paper is readily negotiable at the discount houses at the usual rates of 9@12 per cent, but it cannot be claimed that there is any superabundance of capital. Although collections have slightly improved, yet there is not any great surplus of currency, and bank balances are kept close.

Exchange is in better supply, and the market a little weak at the quotations, the inside figure, however, is not general. The quotations are:

	Buying.	Selling.
New York.....	par@50c prem	1-10 prem
Philadelphia.....	par@50c prem	1-10 prem
Boston.....	par@50c prem	1-10 prem
Gold.....	134	134½
Silver.....	125@127	128

The fluctuations in the New York gold market have not had a very wide margin.—

The daily report has been as follows:

	Opening.	Highest.	Lowest.	Closing
March 14.....	134½	134½	134½	134½
" 15.....	134½	134½	134	134
" 16.....	134½	134½	134½	134½
" 18.....	134½	134½	134½	134½
" 19.....	134	134½	133½	134½
" 20.....	134½	134½	134½	134½

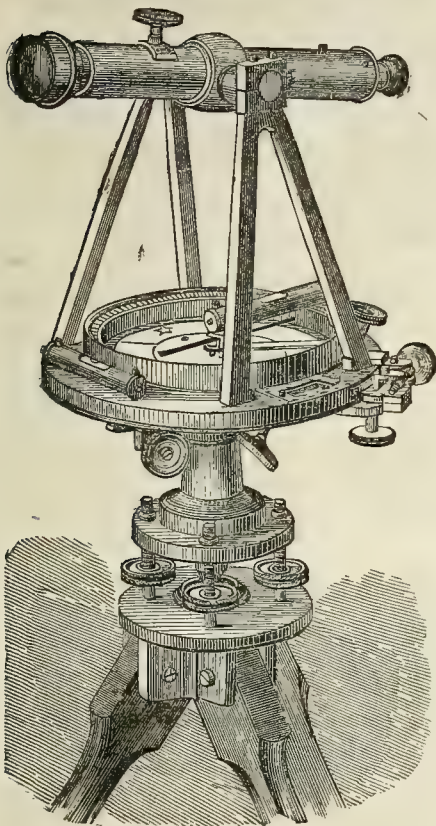
Of the New York market the *Tribune* says:

On call money is in good demand at 6@7 per cent, with exceptional loans at 5 per cent. Commercial paper sells at 6½@7½ per cent. Late in the day there was an active inquiry, and 7 per cent. was paid by best houses.

The quarterly statements of the National Banks show a steady decrease in the surplus of reserve, and should teach people to be as free of bank loans as possible, in view of the contraction in bank credits which must inevitably take place under the retirement of plain legal tenders and the funding and payment of compound notes.

Government stocks continue firm, the new issue of 1865 selling at 107½. Railroad mortgages and State stocks are neglected, and little done in Bank shares. Canton Company was sold at 48½, but there seems no general desire to deal in it. Mariposa sold at 23½. Pacific Mail is again lower, selling at 121½@122. New York Central sold as high as 106, but was freely offered at the price.—Bock Island sold at 98, but at this rate there was an abundance of stock. Michigan Southern sold at 98½, fell to 76½. The attempt to stimulate outside support to the market by dividends from doubtful sources, and by the hope of future dividends from now insolvent roads, does not succeed as was expected. It is no fault of the manipulators, who blow and buy as vigorously as ever. The scheme fails simply from the want of confidence in the property offered, and from a well grounded alarm that no more credulous operators can be found to pay present holders a profit and take their loads. After the call the market was weak and lower, and closed as follows: New York Central, 105½@106; Erie, 60@60½; Reading, 102@102½; Michigan Southern, 77½@77½; Cleveland and Pittsburg, 82½@82½; Illinois Central, 115½@116; North-Western, 36½@36½; North-Western Preferred, 65@65½; Toledo, 118½@119½; Rock Island 97½@97½; Fort Wayne, 97@97½.

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COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets $2\frac{3}{4}$ inches in width, and under. For Tickets over $2\frac{3}{4}$ inches in width.

SIZE NO. OF NO. FORMS.	PRICES.	SIZE NO. OF NO. FORMS.	PRICES.
1 64	\$37	11 64	\$38
2 96	40	12 96	42
3 144	46	13 144	48
4 112	54	14 192	57
5 256	62	15 252	65
6 320	70	16 320	75
7 400	80	17 400	85
8 500	90	18 480	95
9 600	100	19 600	110
10 720	115	20 700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

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TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON,
R. R. OFFICE, LOUISVILLE,
December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st of January, 1867, for the Graduation and Maintenance of over seventy (70) miles (in mile sections) of the Cincinnati branch of this railroad. The work is of an unusually desirable character for good contractors; the line accessible by steam at an I turnpike, and the country full of supplies. Profiles will be ready for examination on and after the 10th of January.

Payments for work done will be made monthly, in cash, and with the usual reservation.

References will be required from contractors not personally known and the company reserve the right to reject any bid not deemed to their interest.

I. M. ST. JOHN, Chief Engineer.

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Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6 1/2 " "	35 " "
3, 8 " " 11 " "	36 " "
4, 8 " " 9 " "	35 " "
5, 7 1/2 " " 6 1/4 " "	30 " "
6, 10 " " 8 " "	40 " "
7, 7 1/2 " " 8 " "	35 " "

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L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati.
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R.R., Indianapolis
[Aug. 2, 1866]

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*Most Simple, Effective and Durable Device for
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It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

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STEAM SYPHON WATER-STATION

Locomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops, Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

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For Circs and other information, address,

STEAM SYPHON COMPANY,
48 Day Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

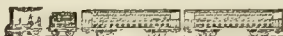
CINCINNATI.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

NOV. 19, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....	..	M.	8:30 P. M.
DAYTON.....	1	"	11:00 "
URBANA.....	1	M.	12:40 A. M.
GALLIEN.....	..	"	3:35 "
MANSFIELD.....	4:15	"	4:25 "
MEADVILLE.....	12:45 A. M.	1:15	P. M.
Arrives SALAMANCA.....	5:20	"	6:15 "
OLFA.....	6:38	"	7:55 "
HORNELLSVILLE.....	8:47	"	0:30 "
CANNING.....	10:40	"	12:16 A. M.
KIMIRA.....	11:12	"	12:52 "
OWEGO.....	12:33	P. M.	2:18 "
BINGHAMPTON.....	1:18	"	3:07 "
PORT JERVIS.....	6:27	"	7:10 "
NEW YORK.....	10:30	"	12:30 P. M.
Trains leave CLEVELAND.....	7:30 A. M.	7:00	P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

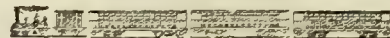
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 120 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:20 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:42 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

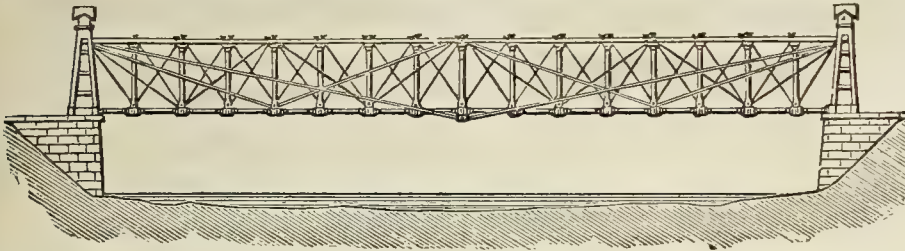
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent.
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. West Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefonte and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago—advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:30 A. M.—Indianapolis Lafayette, Springfield Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Irons hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same. &c.,

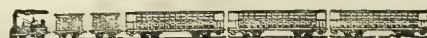
Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HT. G. MORRIS.

Philadelphia, Wilmington & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. Express

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

Such being the results of 1866, in regard to agriculture in the interior States, have we any data upon which to estimate results in 1867? Of course, we cannot know the future absolutely. One day of killing frost, or just a summer drouth, may destroy all the hopes of good harvests. But in some respects the future is a sequence of the past, and this is especially so in regard to all the crops whose roots were in the ground the previous winter. These are wheat, grass, and fruit trees. Now, it was exactly these that were injured last year, and injured by the winter frosts. In the winter of 1865-66, there were two great ice storms, which did the great mischiefs to the following harvests. These storms occurred on the 19th of January, 1866, and on the 18th or 19th of the February following. In the first of these the thermometer fell about *fifty degrees* in twelve hours, and by freezing up all the tendrils of grain, and the buds of fruit, when they had been wet by previous rains, destroyed them. The February storm was almost a counterpart to the other. These were the cause of all the evil to the crops. In the present winter, the season has been almost the reverse. There has been no *sudden* ice storms, and no very low degrees of the thermometer. But there has been a pretty uniformly cold winter, with a great abundance of snow, covering the ground most of the time. The consequence is, the roots of the wheat have been covered, the buds of fruit have been protected, and all the winter crops, wheat, grass, and fruits, are now coming forward. The wheat and grass never looked better. A good deal of wheat has been planted, and it is coming up with great rapidity. The reports from the fruit buds are good; and thus all the *antecedents* of the harvest are now favorable,—and this is all we can know about it. What dangers remain? Early frosts may destroy fruit and wheat, but this is not so dangerous, by any means, as the winter freezing. Again, *rust* may injure wheat very severely, but it is a less common danger than either of the others.—Thus, the greatest danger is past, and we have the right antecedents for a very prosperous year in agriculture. Suppose, then, that we have thirty millions of bushels of wheat more than we had last year, and that this is worth only \$1.75 instead of \$2.80 per bushel, this makes more than *fifty millions of dollars*—The recent wool tariff will give us three millions more, and a good fruit crop will give a million more. Thus, we *may*, and it is not improbable, will, have in these three States (Ohio, Indiana, and Kentucky,) harvests which will bring into the pockets of producers nearly sixty millions more than we have had in the past year. It may be the reverse, but from the signs of the season and the history of past crops, we think it probable such will be the fact. Nature has laws for even the changes

of weather and the seasons, and there will be a cycle of good years as well as bad ones. The signs of the times are auspicious for a period of agricultural prosperity, and there is nothing would give more real ease and activity to all commercial and financial transactions than good harvests.

Dayton—Its Manufactures—Car Building.

Of the many thriving towns in South-Western Ohio, Dayton may be classed among the first, not only in population, beauty of situation, wealth, &c., but in extent and varieties of its manufactures: while for elegance and refinement of its society,—the number and beauty of its women, the excellence of its schools, public and private, it is unexcelled by any city in the country of the same population. Situated in the midst of the great Miami Valley—perhaps the finest agricultural district in the world—at the junction of seven railways, leading direct to New York, Toledo, Sandusky, Cleveland, Columbus, Pittsburgh, Wheeling, Cincinnati, Indianapolis and the North-west, &c., on the line of the great Miami Canal, connecting the Ohio with the Lakes, and the valley of the Wabash. Dayton preserves peculiar advantages in all the great departments of agriculture, commerce and manufactures. Its water power is large and very permanent. It is improved to the uttermost,—scarcely a drop of water passing its hydraulics without paying its passage by turning some of its numerous mill wheels.

The manufactures of Dayton are extensive, and of great variety. For the production of agricultural implements there are eight principal establishments, making everything from a plough to a threshing machine. Of flouring mills, there are ten or twelve, mostly of first-class, making flour equal to the best in the country. Of foundries and machine shops, there are upward of a dozen, producing in quantities steam engines, linseed oil machinery, turbine water wheels, mill gearing, cotton presses, cotton gins, iron railing, stoves, &c., &c.* There are also four very large linseed oil mills, doing an extensive business. Four paper mills, running night and day, turning out large quantities of book, news and wrapping paper. There is also one of the most complete and extensive mills for the manufacture of straw and tar boards for binder's and box-maker's use, producing articles equal to any made in the United States. Besides these, there are several large steam cooperies, planing mills, with the usual variety of other small manufactories.

The principal manufacturing establishment of Dayton, however, is the car works of Barney, Smith & Co., which is one of the most extensive and best managed establishments in the West, if not in the whole country. It covers nine acres of ground, on Keowee St.,

between the Cincinnati, Dayton and Eastern Railway track and the Miami Canal, with switches connecting it with the seven roads centering at that point. The buildings are very extensive, and built with reference to the convenient dispatch of business. The principal wood shop is 140 by 82 feet. In this building is the larger wood-working machinery, such as surfacing, planing, re-sawing and morticing machines. One of these, a Daniels' planer, is 112 feet long. This, with two smaller ones, are of Dayton make, and are considered the best machines of the kind in the United States. They have a new patent tool holder, recently introduced by Messrs. Davies & Co., the builders of them, which gives great facility in adjusting the cutters, which are simple straight chisel-shaped bits, for any quality of wood, with any depth of cut and lead—the cutter always retaining its proper angle with the wood without disturbing the balance of the cutter-holder. These cutters travel at the rate of *two miles per minute!*

This establishment employs on the average 350 hands, with a monthly pay roll of \$17,000, and turns out about 20 freight cars per week, in addition to 2 passenger coaches per month, besides several baggage cars, hand-cars, &c. The passenger and sleeping coaches made at this establishment are very elegant. Numbers of them may be found on the Cincinnati, Hamilton and Dayton, Atlantic and Great Western, and other roads north and south. In the foundry, 25 car wheels and 6 tons of other castings are turned out daily. In the yards, there is an average stock of two and one-half million feet of lumber. The stock of iron and other materials is correspondingly large. The capital employed is upwards of \$400,000. The whole establishment is under the active supervision of the senior partner, E. E. Barney, Esq., than whom there is not a more efficient and prompt business man in the whole country. He is ably assisted by the other members of the firm, Preserved Smith, Esq., well known to our railway friends, and E. J. Barney, son of the senior partner. This firm suffered largely by the great September flood; but all traces of that disastrous event have disappeared from their premises. Since then, they have filled one order for 300 freight cars for the Chicago and Northwestern Railroad, the last of which were shipped a week or more ago.

In addition to its many other advantages, Dayton is favored in having one of the best country Daily newspapers in the west—the *Journal*—which, under the energetic management of its efficient proprietor, W. D. Bickman, Esq., who is doing a grand work in fostering the business interests of the city.

The merchandise business of Dayton is large and constantly increasing—especially in the wholesale departments—many mer-

chants returning annual aggregates of sales as large as the leading wholesale houses of Cincinnati did a few years ago.

We are always glad to note the progress of our Western cities, especially in the way of manufactures, for it is through them that the West can alone achieve commercial independence and wealth.

The Railroad—DiscussionThe Supervisory Power.

For a great many years railroads were in their operation a great experiment, both in Europe and America. A railroad operated by steam (for without steam it had existed two hundred years) was a marvel and astonishment to the people. Its effects on commerce and especially on the transit of persons were so great, that the great public were more engaged in wondering at the phenomena of such a transit, than in examining or criticizing them. Then the commercial results were so great that city and country, farmers and merchants, were all at work to get railroads near their own places. And this is still the case in the new States. In Ohio this was strikingly exhibited in the construction of 3,200 miles of railroad within the State bounds—an amount, notwithstanding statements about Pennsylvania, we believe to be larger than in any other State. This was caused by the fact that Ohio was the gateway of the American Union. On the north were the lakes; on the south, the mountains of Virginia. If great transit lines were to exist at all, connecting the immense commercial cities of the North Atlantic with the vast and fertile plains of the Mississippi, they must pass through Ohio.—They have done so. The obstructions on either side made any other course impossible. For the same reasons the great central lines which pass through Cincinnati will ever be most important, because they are on the Southern side (and mainly in the direction of the Ohio river) of this Northern belt, in which the great arteries of commerce must run.—An attempt has been made to make a great arterial line in Canada, on the north of the lakes, but except for Canada and the country in the extreme north, it is a failure, for the people coming from New York, Philadelphia and Baltimore, will not go to St. Louis and the far West by way of the Great Western in Canada. So there is a great railroad through the Valley of Virginia; but that will not take people, or merchandize to St. Louis and the West. In fact, Ohio is the gateway, through which the thronging masses of men and things push on to the West, hence it is, that Ohio, with 40,000 square miles of surface, her 3,200 miles of railroads, or one mile of railroad to thirteen square miles of surface, a greater proportion than can be found on an equal surface in the United States, unless we cut off Massachusetts and Connecticut from New England, which has not so great a proportion in the aggregate. To construct these roads a great amount of foreign capital has been attracted; but not so much as is generally supposed. The people of Ohio have contributed a vast amount to their railroads, and are still holders of the largest portion of the railroad stocks. A part of the roads have not been profitable—a part because the cost was much more than the original estimates, and a part because they are too near competing lines, and in fact because the true mode of operating them has not been understood.—Notwithstanding all this, the railroads of Ohio have been more profitable than is generally

supposed. As evidence of this we give the following table of the capitals, receipts and earnings of sixteen railroads in Ohio, which are either entirely, or in a large part within the limits of Ohio. This table is made from the reports of the roads, as near to the 1st of January, 1865, as could be got:

	Miles.....	Capital.....	Net Earn.	Per Cent...
Cleveland, Painesville & Ashland.....	99	\$5,525,500	\$1,220,037	22
Cleveland & Pittsburgh.....	251	8,403,073	1,066,678	8½
Cleveland, Columbus & Cincinnati.....	135	6,491,500	1,235,162	19
Cleveland & Toledo.....	112	6,981,110	834,780	12
Bellefontaine.....	123	6,471,800	486,901	7½
Pittsburg, Ft. Wayne & Chicago.....	468	21,209,802	3,019,670	14½
Sandusky, Dayton & Cincinnati.....	155	5,940,697	209,931	3½
Toledo & Wabash.....	224	10,080,917	945,492	9
Pittsburg, Col. & Cin.....	191	7,600,000		
Cincinnati & Zanesville.....	132	6,450,988	137,425	2½
Central Ohio.....	137	5,994,155	357,590	8½
Col. & Indianapolis.....	207	5,689,239	484,653	8½
Sandusky, Mansfield & Newark.....	125	2,228,824	110,322	5
Marietta & Cincinnati.....	283	15,805,315	427,405	3
Cincinnati, Hamilton & Dayton.....	60	4,629,000	503,236	11
Little Miami, Columbus & Xenia.....	196	6,912,733	1,025,009	16
Aggregate.....	3,001	126,411,944	12,037,331	9½

The capitals above stated include the stock, the mortgages, the floating debt, and, in fine, total cost of the roads. The net earnings are got by deducting the total expenses from the total receipts, and the result is incontrovertible, that on the total cost of 3,000 miles of road, there were, in 1864, a net profit of 9½ per cent. Now the roads did not make this amount in dividends, nor did the stockholders get the proceeds directly, but they got every dollar of it indirectly. The roads have heavy debts, and some of them have to be completed out of their own resources; and thus a large part of this twelve millions of dollars in profits have been paid to reduce debts and complete roads. But this payment increases the value of the stock just so much; and it is evident that if the railroad property of Ohio is managed with the common prudence which ordinary men give to their property it will in ten years be the most valuable property in the State, in proportion to the capital. If, in the embarrassed and unfinished state of half the roads, the net profits are nine per cent on the aggregate capital, is it not plain that when these extraordinary expenses cease this railroad property must be very valuable? It is said by some of the companies that they do not expect to make so good profits since the war closed. This is very probable; but, on the other hand, there are roads in the State which will show greater profits. The Cleveland & Toledo, the Wabash Valley, the Marietta & Cincinnati, and perhaps others, will probably show better results. Two of the embarrassed roads—the Central Ohio and the Zanesville—are working themselves out of difficulty. The great development of coal, iron and manufactures in Ohio is yet to come; and if the railroad managers do not rush off into imaginary projects, there is scarcely a railroad in Ohio which will not pay good dividends.

But the time has come when railroads need two kinds of supervision—one of the Government, to bring them into general system, and make them accountable for misconduct; and the other by the stockholders, to watch over their own interests. Both these are necessary. We may remark here that, financially, the roads have labored under two great difficul-

ties; and it is well to look a little at their effects. In the first place, most of the roads, having to borrow large sums of money, fell into the hands of great brokers, who took large sums in the shape of brokerage, interests, advancements, &c., which brought the actual cost of capital to the roads up to an enormous amount. Wall street, as well as all the money streets, stood with gaping mouths to swallow up the cream of the railroad business, and they did it. This is the true cause of those vast speculations in railroad stocks, which are so injurious to the roads, and so injurious to financial and commercial interests. Railroad managers throughout the country are, more or less, interlocked with the great brokers of New York, who have specific information of any movement, especially in all new lines. The other matter is, that stockholders in railroads, like those in banks, have suffered the whole management of their companies to fall into the hands of two or three individuals. Perhaps these persons are the very best fitted for it, and deserve credit for their efforts, but the practical result is to permit many speculative and unnecessary movements, which sometimes greatly endanger the property.

We return now to the question of supervision over the roads. This, to be effective as to system, can come only from the Government. The State can, and ought to provide a supervision for its own roads, even if there be a national supervision. A movement will be made to get a national legislation on this subject, which, however, may be delayed.—There is ample constitutional power, under the power to "regulate commerce," decided in the great case of *Ogden vs. Gibbons*, (9 Wheaton's Reports) to be broad enough to cover the whole subject and matter of steam transit. In the meanwhile, there are certain things which the national Government will not provide for, and others which the State can better do. We have mentioned in a previous article some things, such as the constant inspection of bridges and of iron, and the signaling and patrolling. We will mention some others. First, we have had a law for several years in Ohio, that railroads shall be fenced in. The execution of this law has been postponed by the Legislature from year to year. One of the great securities against accidents is, that the roads should be entirely inclosed. We believe every part of the tracks of roads in England are inclosed, even those of the depots, and no one allowed to cross the track. If it be said, this is expensive, the expense on the country may be divided between the roads and the land owners; for in the principles of the common law, a man is not obliged to fence out his neighbor's cattle, but he must confine his own. Hence these fences are for the benefit of the land owner. Secondly, one of the great causes of accidents is the crossing of roads. No roads should be allowed to cross a railroad, nor a railroad cross them. Whenever is possible the common roads should be carried under the railroads, and when not possible, over. The two tracks should never meet.

We state these points only as examples of the various improvements in police and management, which railroads require, with the rapidly increasing business of the country, and the immense advances in civilization.—When we reflect that Rome made her highways so that they stood the test of wear and decay during two thousand years, we shall begin to understand what is due to society in this age of the world, from the advanced state of engineering, as well as wealth and enter-

prise, engaged in our railroads. And when we reflect that business and social movement in Ohio alone, pay *forty millions of dollars annually* (the gross receipts) to the companies engaged in these roads, we shall begin to understand the great interests involved, and the necessity for their economical management, and of such systematic conduct as will secure the joint interests of the public and the stockholders.

It is very evident to us that some supervisory intervention on the part of Government is as necessary in this matter as in all other matters where corporations are concerned.—What we say in regard to railroad lines may be said with even more force in regard to telegraph companies. It is very surprising that telegraph companies have been permitted to go on so far without being put under the control of Government. But we are a generous people, and ought to be toward all who have by invention or enterprise done anything for the public.

A recent German article appeared in the *Gazette*, which justly attributed some advantages to American roads over those of Europe, and this is true. It must be extraordinary skill, also, which, when our roads are nearly all single tracks, has managed to get along with so few accidents. We have already stated our conviction that in point of civility, liberality, and kind attentions, no men in this or any country could exceed the officers and employes of our railroads in Ohio. In one year we traveled ten thousand miles on the railroads of the United States, and found no men more civil than those of Ohio, and in some cases much less so.

While we feel proud of the civilization of Ohio, in all that regards humane and careful conduct in the personal management of railroads, we feel very certain that some legislation is needed to bring the whole operation of the roads into a systematic and harmonious whole. We feel that the time is near when, great as is the business in Ohio, that business will be vastly increased; the stock in the roads, in spite of the stock speculators, will become the most valuable of property; and that, to secure that property, as well as the safety of the public, there must be the supervision of the State, under a well devised legal system.

E. D. M.

DAYTON, March 20.—*Cincinnati Gazette*.

COAL CHARGES ON THE BALTIMORE AND OHIO RAILROAD.—At the monthly meeting of the Directors held in Baltimore on Wednesday, 13th instant, John W. Garret, Esq., President, in the chair, "the rate of transportation on coal from Cumberland and Piedmont to Baltimore, 30 cents per ton, and on gas coal from Newburg, Fairmount, and Clarksburg 50 cents per ton; also a corresponding reduction of way-rates for coal upon the road and branches, all of which to take effect on the 18th instant.

"The rates from Cumberland to Locust Point shipping wharves will be reduced, under the resolution, from \$3 to \$2 70 per ton, and from Piedmont to the same point from \$3 35 to \$3 05 per ton. These rates reduce the transportation to the figure of 1½ cents per ton per mile.

A RAILWAY carriage, moving with a friction of 6 lbs. per ton, would, if set in motion at the top of a straight plane falling 100 feet, and connecting at the bottom with a straight level line, run a little more than seven miles by its gravity alone.

Railroads in California.

Though the people of California and the entire Pacific coast are at this time much aroused on the subject of railroads, being animated, as it were, with a common sentiment of their overruling importance, still the present is more the era of discussion than of actual railroad construction, there being but three or four enterprises of the kind, and some of them of no great magnitude and only of local importance, now in course of building in the State. Chief among them is the

CENTRAL PACIFIC RAILROAD.

This Company was incorporated to build a railroad from the tide waters of the Pacific to the eastern boundary of the State—extending the same thence till it shall meet the trans-continental road approaching from the East. The Donner Pass route over the Sierra Nevada having been adopted, after the most full and careful preliminary surveys, the work of grading was commenced in 1863, since which time it has been carried on with an expedition, under all the circumstances, creditable to the company, and generally satisfactory to the public, the track now being laid and the cars running to Cisco, 93 miles from the initial point of the road at Sacramento, and only 12½ miles from the summit of the Sierra, to which point it is expected it will be completed next summer, with the exception of two miles upon which much tunnelling and other heavy work will require to be done. Cisco will, therefore, probably remain the terminus of the road until June or July next, at which time a long stride will be taken to some point on the eastern slope. If the main tunnel is not completed at that time a temporary track will be laid across the summit. Tunnel No. 2, at Emigrant Gap, a short distance beyond Cisco, has already been completed. This tunnel is three hundred and fifty feet long and five thousand feet above the level of the sea. There are two other tunnels on the line which are being worked as rapidly as possible. One will be two hundred feet and the other four hundred feet long. The main tunnel at the summit will be about one thousand six hundred feet long. All the tunnels are made wide enough for a double track. The altitude of Cisco being 5,911, leaves an elevation of only 1,100 feet to be overcome to reach the top of the Sierra, requiring an average grade of more than 91 feet to the mile; but this is considerably less than the maximum grade allowed by law, and the summit itself will be reached and passed through a nearly level valley. Since the commencement of the winter storms precluding successful labor on the mountains, the company have sent a force of some 3,000 laborers to prosecute operations on the Eastern slope, they being distributed along the Truckee from Crystal Peak eastward to the Big Bend of that river. The company are sending out iron by nearly every ship leaving New York for California, and before this time next year expect to have 50,000 tons on hand or enough to lay the track to the north bend of the Humboldt River, more than a hundred miles beyond the eastern base of the Sierra Nevada. They have also had three exploring and surveying parties in the field during the past eight months, making preliminary surveys for the line of their road between the Truckee River and Salt Lake City, which work has been finally accomplished. A complete and thorough survey of the ground from the Humboldt on the north to the Overland Stage route on the south has also been made, and

the company will soon be furnished with accurate maps of the entire belt of country traversed, with the height and locality of mountains, passes, etc., and all information necessary to enable them to finally locate their road through Eastern Nevada and thence on to Salt Lake. The portion of the road already finished, though exceedingly expensive, owing to the rugged character of much of the country to be crossed, is substantially built.

SAN FRANCISCO AND SAN JOSE RAILROAD.

This Company, incorporated in July, 1860, with a capital of \$2,000,000, completed their road in December, 1863, since which time it has been doing a large and profitable business. Its length is fifty miles, extending from San Francisco to San Jose, through one of the richest and most important agricultural districts in the State, insuring for it a large and profitable, as it will no doubt continue to enjoy, a constantly increasing business.

WESTERN PACIFIC RAILROAD.

This Company was incorporated in 1862, with a capital of \$5,400,000, for the purpose of building a railroad from San Jose to Sacramento, via Stockton, to form the connecting link between the San Francisco and San Jose Road, and the latter and the Central Pacific Road, the whole to constitute the Western Division of the National Pacific Railway, and which when completed, in sections of twenty miles each, will receive Government thirty year six per cent. Bonds to the amount of \$16,000 per mile, and Government lands to the extent of every alternate section within twenty miles on each side of the road, which is one hundred and twenty miles in length, or seventy-four miles from San Jose to Stockton, and forty-six miles from Stockton to Sacramento. But about twenty miles of this road, reaching from San Jose to Alameda Canon, has not yet been completed—the work, owing to some difficulty between the principal and the sub-contractors, having been delayed. The surveyors are said to have completed running the final lines between Sacramento and Stockton, and that ground will soon be broken on that division of the road, and also that work will soon be resumed and pushed with vigor on the section between the latter place and San Jose.

STOCKTON AND COPPERPOLE RAILROAD.

This road is designed to connect the city of Stockton with the rich copper mines at Copperopolis, a distance of thirty-nine miles. A contract has been made by the company for the entire construction of this road, for the sum of \$1,250,000, and some twenty miles of the work has been already graded and made ready for the ties. The route is throughout favorable to the speedy construction of the work, which it is expected will be carried forward to an early completion.

SACRAMENTO VALLEY RAILROAD.

This road, extending from the city of Sacramento to Folsom, a distance of twenty miles, is the first railroad completed in the State. Its original cost was large, yet for several years it earned not only sufficient to cover working expenses and repairs, but also a surplus to be divided among the owners; of late, owing to the Central Pacific Railroad, diverting much of the business and travel over that route, its revenues have been materially diminished, though it is still considered good property, being the feeder of the large and rich county of El Dorado, and also retaining a considerable portion of the Washoe trade.

PLACERVILLE AND SACRAMENTO VALLEY RAILROAD.

This road taps the Sacramento Valley Railroad at Folsom, and is now in good running order as far as Shingle Springs, a distance of twenty-six miles. Efforts are being made to extend it to Placerville, nine miles further, this being the ultimate point of its destination.

THE FREEPORT RAILROAD,

formerly connecting Freeport on the Sacramento River with Latrobe at the junction of this with the Folsom and Placerville road having been disposed of to the Sacramento Valley Company, its superstructure has been taken up and its rolling stock removed for use elsewhere. It was nine miles long, and, though built in 1863, had been used but little, the proprietors having lost a good deal of money in a vain attempt to divert the Washoe trade and travel from Sacramento.

CALIFORNIA CENTRAL RAILROAD,

eighteen miles long, connects Folsom with Lincoln. It has been in operation several years, but the business transacted over it has not been large. The viaduct over the American River at Folsom is one of the finest specimens of bridge architecture in the State.

THE YUBA RAILROAD

is in course of construction from Lincoln to Marysville, a distance of twenty-two miles, the grading being all completed and the material for the superstructure nearly all on hand, it is expected that the cars will soon be running on the road.

THE NORTHERN CALIFORNIA RAILROAD,

completed and running, connects Marysville and Oroville, a distance of twenty-nine miles. It has therefore been self-sustaining, with a steadily increasing business, and should the road to Oregon be built, of which this will then become an important link, it may yet prove a profitable investment to the stockholders.

SAN FRANCISCO AND ALAMEDA RAILROAD.

The main trunk of this road commences at the western end of the Encinal of Alameda, and passing through San Leandro and Hayward's, extends to Vallejo's Mills, where it intersects the Western Pacific Railroad. A branch is also to be built from Hayward's to another point in Amador Valley. The portion from Alameda to Hayward's, 16½ miles, is now in operation, and work on the balance is being pushed ahead. A line of first class ferry boats run in connection with this road, the distance from the city to the western terminus being 5½ miles.

SAN FRANCISCO AND OAKLAND RAILROAD.

The present western terminus of this road begins at the end of a wharf extending 3,500 feet from the Oakland Encinal into the Bay of San Francisco, whence it runs through the town of Oakland to San Antonio, a distance of 5 miles. It is the intention of the Company to extend this wharf and also their road to the Island of Yerba Buena opposite, whence this city will be reached by ferry boats in the space of four minutes, the intervening distance being only about one mile. The daily average number of passengers now crossing on this line is estimated at 2,500. The road will ultimately be extended to connect with the Alameda Railroad.

SOUTHERN PACIFIC RAILROAD.

The purpose of this Company, recently organized in this city, is to build a railroad

from San Jose to the Colorado River, there to connect with the Southern Railroad from Missouri, leading through New Mexico and Arizona, and which is to have its western terminus at some point on that stream. This California link is to pass through the towns of Gilroy and San Juan, and thence up the San Bonito Valley, and crossing the Coast Range follow up the Great Tulare Valley, and escaping through some of the passes at its head strike across the open desert for its point of destination. The officers of this Company are T. J. Phelps, President; Chas. M. Fox, Secretary; and Wm. J. Lewis, Engineer. They have filed with the Register of the Land Office a map of the preliminary survey of the route. They have been busily engaged of late, securing the right of way, and work it is said will at once be commenced at San Jose, the Company intending to have their road completed to Gilroy, a distance of thirty miles, by next fall. They will hereafter apply to Congress for the subsidies usually granted in aid of such works.

The project of constructing a railroad from Benicia to Sacramento, and also another from Vallejo to Marysville, long since entertained, and towards the accomplishment of which preliminary steps were then taken, has lately been revived, and as the friends of the enterprise claim with encouraging prospects of its being early undertaken, and in good time carried to a successful consummation. It is even said that the contract for building the Vallejo road has been let, the rails and rolling stock having been provided for and to be on the way as fast as required. The road is to be built without Government aid, adequate means having been secured through private enterprise. The question of building a railroad to connect Oroville, in California, with Portland, in Oregon, and also one between other points wholly within this State, has been much agitated of late, and it is highly probable that some of these projects will be undertaken before long. Towards aiding in the construction of the California and Oregon road Congress has donated 6,400 acres of public land per mile along the line of the road, and the Legislature of Oregon, at the last session, passed an act to pay the interest on the bonds of the company to the amount of \$1,000,000, at the rate of 7 per cent., for a term of twenty years. These grants have been declared sufficient by many railroad men to justify the construction of the road, at least for a considerable distance northward from Oroville, where the country is level and the trade considerable.—*San Francisco Mercantile Gazette.*

THE receipts of the Western Union Railroad Company for the week ending March 21,—

	1867.	1866.	Inc.	Dec.
Freight.....	\$5,469 53	\$4,095 70	\$1,373 83	
Passengers.....	2,955 35	3,476 03		\$520 68
Express & Tel.....	320 00	250 10	70 00	
Mail.....	375 00	296 58 00	78 42 00	

Totals....	\$9,119 88	\$8,118 31	\$1,522 25	
Receipts from January 1, to March 21,—				
1906.....			\$106,857 46	
1867.....			\$92,595 99	
Decrease.....			\$14,261 56	

SWITZERLAND, with a population of three and a half millions, has 188 political and 157 scientific publications, while France, with thirty-seven millions, has hardly 500 journals and magazines.

New Orleans, Jackson and Great Northern Railroad.

The earnings and expense account of this company for the year ending November 30, 1866, as shown in the annual report, just received at this office, gives the following results:

Passenger earnings.....	\$426,760 49
Freight.....	1,090,953 02
Mail.....	(on account) 15,329 02

Total earnings on all accounts, \$1,533,042 53

From which must be deducted—	
Maintenance of way, \$510,020 35	
Conducting transp., 260,473 79	
Motive power.....	249,815 92
Maintenance of cars, 81,247 69	
Stock damages.....	7,628 92
Repairs of depots and station—buildings, &c.....	22,325 77
Judgments and costs, for personal injuries.....	15,262 20
	1,146,774 64

Balance—net earnings..... \$386,267 89

The railroad owned by this company extends north from New Orleans to Canton, Miss., a distance of 206 miles. It was one of those southern railroads which suffered largely during the late war both on account of direct destruction and the decay incident to time and neglect. Since the close of hostilities, however, the company have steadily and persistently labored in restoring and restocking the road, and have succeeded in placing it in a satisfactory condition. The rolling stock is also much enlarged since the close of the year 1865, 11 engines, 12 passenger cars, 6 baggage cars and 164 freight cars having been added thereto, and since Jan. 1, 1866, the company have made further additions of 4 passenger and 30 flat cars. Most of these necessary repairs and renewals have been paid for from earnings.

The receipts and expenditures on all accounts for the year named above were as follows:

Cash balance on hand Dec. 1, 1865.....	\$120,287 97
Capital stock—County subscriptions (cash).....	30,552 93
Bills receivable for Miss. stock subscriptions.....	\$8,789 11
Second series mortgage bonds.....	241,000 00
Proceeds of cotton sold.....	26,894 79
	278,683 90

Foreign railroad balances.....	\$39,296 49
Real estate.....	76,171 45
Pay rolls.....	13,254 88
	128,722 82

U. S. Government—purchases... 100,150 26	
Railroad earnings for year 1865 and 1866.....	1,533,042 53

Receipts from all sources.....	\$2,191,440 41
Against which have been charged—	
Construction.....	\$84,160 44
Less graduation—credit.....	1,907 96
	82,254 48

Bills payable, coupons, interest, discounts, commissions, taxes, &c.....	462,212 97
Current account.....	142,978 25
Engines, cars, machinery, tools, &c.....	325,979 04

Operating expenses.....	1,146,774 64
Cash on hand, Nov. 30, 1866...	31,243 03

Total disbursements for 1865 and 1866.....\$2,191,440 41

The financial condition of the company, as exhibited on the general balance sheet, will be seen in the following statement:

Capital stock.....	\$4,697,457 38
First mortgage bonds.....	\$2,741,000 00
Bills payable.....	153,668 63
Small notes payable (less \$81,989 15 redeemed).....	127,488 20
Chickasaw school fund.....	200,000 00
Miss. 3 per cent. fund.....	20,000 00
Second series mortgage bonds.....	241,000 00
Foreign road balances, &c.....	42,067 35
Due U. S. Government purchases.....	100,144 01
Pay roll account...	4,552 10
	3,629,920 29

Railroad net earnings since organization.....	3,479,419 36
Coupons on City and State bonds collected.....	264,480 00
Sundry balances.....	18,355 80

Total.....	\$13,387,230 03
Against which the following are charged—	
Construction.....	\$6,184,172 12
Rolling stock and tools.....	1,386,874 57
Discount on city and State bonds \$456,992 62	
Discount on first and second mortgage bonds.....	452,307 72
	909,300 34

Coupons and interest accounts (debt charges).....	1,643,008 49
Expense, advertising, printing, commissions.....	283,149 11
Taxes, contingencies & law expenses.....	177,931 47
Slaves \$8,597 10, and reduction of stock \$26,093 22.....	34,692 32
Foreign railroad balances (old).....	48,716 76
U. S. Post Office department.....	31,515 00
Cotton purchases.....	28,486 89
Confederate States' obligations..	983,602 52
Sundries.....	31,259 75
Current accounts.....	315,682 41
Cash on hand, Nov 30, 1866..	31,243 03

Total.....\$13,387,230 03

The following statement shows what disposition has been made of 3,000 bonds of each series named in the above account:

	1st Mort- gage.	2d Mort- gage.	Total;
Bonds sold & outstanding \$2,741,000	\$241,000	\$2,982,000	
Pledged to State of Miss	200,000		200,000
Canceled by sinking fund	59,000		59,000
Pledged as security for notes.....		68,000	68,000
Remaining on hand.....		1,191,000	1,191,000
Canceled and destroyed.....		1,500,000	1,500,000
Total account for.....	\$3,000,000	\$3,000,000	\$6,000,000

From these accounts it appears that the total outstanding bonded debt, not including the amounts hypothecated to the State of Mississippi and as security for notes amounting on the 30th Nov., 1866, to \$2,982,000 00. To this amount, however, must be added accrued interest on first mortgage bonds, in course of being funded in the second mortgage bonds, the sum of..... 1 017,160 00

Making the total bond debt.....\$3,999,160 00
Add floating debt (described below)..... 724,390 13

Total debt and liabilities.....\$4,723,550 13

At the date of the report \$100,000 of the first mortgage bond coupons had been funded in New Orleans, and the signatures of bondholders to the amount of over \$460,000 additional had been obtained for funding in London, leaving actually outstanding of the above total accrued interest the sum of \$457,160, which there is no doubt of being taken up during the current year.

The floating debt of the company on the 30th November, 1866, was constituted of the following accounts against the company:

Bills payable, exclusive of interest.....	\$153,668 63
Loans from State of Mississippi.....	220,000 00
Accrued interest on ditto to Oct. 1, 1866.....	64,000 00
Small issue (bills payable).....	127,488 20
U. S. Government—balance for purchases.....	100,144 01
Foreign railroad balances.....	\$42,060 75
Less drafts on foreign railroads.....	13,908 53
	28,152 22
Pay rolls account.....	4,237 39
Less amount in hands of paymaster.....	2,545 14
	1,692 25
Personal accounts.....	29,244 82
Total floating debt Dec. 1, 1866	\$724,390 13
But since date there has been paid on account of matured bills payable, and interest on the same to date of report...	28,714 61

Leaving the then outstanding floating debt \$695,675 52

The President of the company, closes his review of the condition of the company in the following remarks:

"The debt due to the State of Mississippi \$220,000, and interest on the same \$64,000, we hope to be able to fund or arrange in a satisfactory manner at the coming session of the Legislature of Mississippi. Nothing has as yet been done towards the settlement of the small note issue of the company \$127,488 20, but we trust our receipts during this season and the next will warrant its gradual redemption.

"The total indebtedness of the company, (floating and bonded,) including all estimated interests on personal accounts and matured bills payable, cannot exceed \$4,750,000, and there can be no doubt that with receipts moderately estimated at \$1,500,000 per annum, we can devote a large sum towards the ultimate liquidation of the entire amount, after paying running expenses and a liberal interest on the debt, besides gradually increasing the rolling stock of the road.

"The company has a claim against the

United States Government for railroad iron and other materials taken during the war, properly receipted for by the Government officers in taking possession of the same; it is hoped that the amount will be accepted by the Government in part payment of the sum—\$100,141 01—due by the company to the Government, for rolling stock bought at Nashville and New Orleans since the war.

"By the above statements, it will be seen, that the monetary condition of the company is most encouraging, and that with continued watchfulness over its affairs, and economy in the expenditures of its constantly increasing receipts, the obligations of the company towards its bondholders and other creditors will certainly be met at maturity, and that, ere long, this road will become a source of profit to the States of Louisiana and Mississippi, the City of New Orleans and the other stockholders."—*Railroad Journal*.

Water Supply of New York.

Of the duty of the corporate authorities of cities to provide a sufficient supply of water for the use of citizens, and good and sufficient means of ingress and egress, we believe there is no dispute, and means thus judiciously invested seldom fail to bring their proper reward. An abundant supply of pure water is a necessity next to pure air; and although the quality of the latter may be sadly affected and materially reduced in large cities by the indolence of scavengers, a surplus in the supply of water will go far toward making up for the deterioration. The following from the *New York Herald* shows what is being done for the "metropolis."

The Croton Lake, or fountain reservoir, covers four hundred acres, and its valuable capacity is estimated at six hundred millions of gallons. The Croton was introduced into this city in 1842. In 1843, when the capacity of the fountain reservoir had been fully tested by one year's use, Mr. Tower, an engineer employed in the construction of the works, made experiments as to the dependence to be placed on the supply, and arrived at the conclusion that, in case of a prolonged intense drought in the summer season, subjecting the water to the greatest evaporation, there would be sufficient to furnish one million of inhabitants with twenty gallons per day for the space of thirty consecutive days. This averment, founded on authentic investigation, should be enough to put at rest (provided all useless waste were avoided) any fears that might be entertained as to a failure in the supply from any cause other than such as afflicted the children of Israel at the time of Elijah, when, as the Scripture narrates, "the heavens were shut up for three years and six months."

The medium flow of water from the lake is fifty millions of gallons in twenty-four hours; and the minimum flow, after a season of draught, is twenty-seven millions. The dam or forcing head is thirty-eight feet above what was originally the surface of the natural flow. The surface of the spring head of Croton Lake is one hundred and sixty-six and one-sixth feet above the level of the mean tide in New York harbor, and the difference of level between that and the surface of the old receiving reservoir (thirty-eight miles distant) is forty-seven and one-sixth feet, leaving the surface of the reservoirs in Central Park one hundred and nineteen feet above the level of mean tide. The

surface of the distributing reservoir in Forty-second street is one hundred and fifteen feet above the level of mean tide—this last being the height to which the water may generally be made available throughout the city.

In addition to the natural capacity in the lake, (six hundred millions of gallons), there is always sufficient water in the reservoirs to meet the actual demands of the city should the main supply be cut off temporarily for repairs to the dam or for any other necessary cause. In the reservoir at Eighty-sixth street there usually are one hundred and fifty millions of gallons; in the new reservoir in Central Park, one thousand and twenty-nine millions; in the distributing reservoir in Forty-second street, twenty millions.

Besides the reservoirs already erected, the Croton Board has commenced the construction of another one, to be known as the High Service Works, at Carmansville, which will be used to supply all that portion of the city north of 138th street. Its capacity will be, in exact figures, 10,794,000 gallons, and the average depth of water in it will be sixteen feet. It will be built on the elevated ground on the cliff immediately south of High Bridge, over Harlem River, and will cover seven acres of land. The bottom of this reservoir will be two hundred and six-tenths feet above mean high tide, or seventy-two and two-tenths feet above the floor of the aqueduct at the southwestern end of the bridge. It will be of great service, during times of repairs or accidents, especially, in supplying that part of the northern district of the city which lies above the level of our present aqueduct and its reservoirs, and below a plane of two hundred and sixteen and six-tenths feet above mean high tide. Near to the work and immediately on the edge of the cliff will be built a tower of masonry, which from its base will be about one hundred and seventy feet high. This tower will sustain a stand pipe and an iron tank with a capacity of 47,000 gallons. This quantity is estimated to be ample for supplying, during the necessary stoppage of the pumping engines, all that portion of the upper district which lies above the 216 feet plane before mentioned. The highest point on Manhattan Island is 267 feet above mean high tide; the top level of the water in the tower will be 324 feet. These two structures—the reservoir and tower—will be supplied with water drawn from the aqueduct by pumping engines placed under the cliff, and on nearly the same level with the floor of the gatehouse of the bridge. The estimated cost of the works is \$500,000, of which amount \$200,000 was appropriated by the act of 1863.

One of the greatest works ever undertaken by the Croton Board is the contemplated storage reservoir, the site for which was selected after a thorough examination had been made by the department, in 1857-58, of the entire valley of the Croton River. This is intended to increase and keep up the supply of water in Croton Lake. After much deliberation and an analytical comparison of the advantages offered by the various sites examined, the character of the water in each, and the prospective cost of land and construction, the department finally selected a plot in the township of Kest, in Putnam county, known as Byrd's Corners, the area of which will be as speedily as possible transformed into a lake. The dam to be erected here will be twenty-four miles above Croton dam, and seventy-one miles from the City Hall. Its elevation will be six hundred feet above mean high tide at the High Bridge, or four hundred and eighty-five feet above the top water level of the re-

ceiving reservoirs in Central Park. The work when constructed will be seventy-five feet high from its foundation, and the area of land taken for the reservoir will be about three hundred acres. The capacity of this reservoir will be three billion, three hundred and sixty-nine million, two hundred and six thousand, eight hundred and fifty-seven gallons. The cost of the work will be \$200,000. The contracts have already been made, and it is thought that the reservoir will be completed at the close of the year 1868.

From what has been said above it will be readily seen that every precaution is being taken by the department to prevent in the future any lack of supply to the city, even if the increase of population in the metropolis should exceed by far the ratio now contemplated.

The Riches of the San Joaquin District California.

In a recent number of the *Stockton Independent* we find the report of the shipments from that place for 1865.

This certainly shows a highly prosperous state of things, and not only does this rich district ship largely to San Francisco and elsewhere coastwise, but we append a notice from some journal of a handsome shipment of the excellent Flour of the City Mills of Stockton, by one of the best mercantile houses of that city:

The following statement exhibits the amount of freighting business to and from Stockton in 1865, by steamers and vessels: Arrivals and departures, (small sail vessels,) 500; Custom House tonnage, 12,000 tons; carrying capacity, 30,000 tons; arrival and departure, steamers, (small,) 160; Custom House tonnage, 4,000 tons; carrying capacity, 10,000 tons; Steam Navigation Company's Steamers; arrivals and departures, 626; average freight per day, 141 tons; total tons up freight, 46,000; total freight, steamer and sail, up, 86,800 tons; down freight, per year, (exclusive of copper), 50,000 tons; lumber imported, 6,000,000 feet, board measure; potatoes imported, sacks of 100 lbs., 70,000 sacks. In 1865, there appears to have been sent to market nearly 2,000,000 bushels of wheat, 1,500,000 bushels of barley, and 7,000 tons of hay, from the country around Stockton. The amount of agricultural freights reaching Stockton this year, is as follows: Wheat, in store, 14,000 tons; wheat, shipped, 25,000 tons; barley, 47,000 tons; wood, 20,000 cords; hides, 60,000; wool, 800,000 lbs.; flour received and sent away, 55,000 barrels. Copper, ore, fruits, poultry, eggs, leather, wine, hay, etc., amount to a very large item this year.

A bill granting land to this road, passed the United States Senate at the last session of Congress, but went to the House too late for action. It has been introduced into the House recently, and will probably pass.

The following statement of M. J. Dooley, stage proprietor, Stockton, in regard to the passenger movement:

"I do hereby certify that the present travel by stages from and to the southern mines will average at least thirty passengers per day, each way; and by private teams, from six to twelve; and from my knowledge of the geographical lay of the southern part of the State, from Stockton, that all passengers and freight destined therefor will have to pass over the Stockton and Copperopolis Railroad, even if built but sixteen miles from here, the latter point being just so many miles nearer to the most southern point from Stockton as

the distance is from Stockton to Copperopolis; or, in other words, every mile in the direction of Copperopolis is so much in the direction of all travel to the southern counties."

Rising \$750,000 was paid in 1865 to teams freighting to and from Stockton, quite two-thirds of which amount would pass over the Stockton and Copperopolis and the Stanislaus and Mariposa Railway, which are to be connected. The last Legislature passed a bill for the taxpayers of Calaveras county to vote \$50,000, and issue county bonds to that amount, for the Stockton and Copperopolis Railroad Company. The taxpayers, it is said, will vote the amount when called upon. Stanislaus county had a similar bill passed for the Stanislaus and Mariposa Railroad.

Stockton Flour for New York—Jones & Hewlett, merchants of this city, are shipping five hundred barrels of flour, manufactured at the City Mills, to their own firm in New York City. It leaves San Francisco, on the steamer Montana, and is consigned to Jones & Hewlett, who have a house in New York City as well as in Stockton. The flour, in order to prevent injury in transportation, each sack is covered by a gunny sack. The cost of freight is three dollars per barrel, or a cent and a half per pound.

Railroad Matters in Michigan—Att'y General's Opinion.

ATT'Y GEN'L'S OFFICE, LANSING, March 8, 1867.—*To the Hon. Senate of the State of Michigan:* I have the honor to acknowledge the receipt of a copy of a resolution adopted by your honorable body as follows:

"Resolved, That the Attorney General be requested to transmit to the Senate his opinion upon the following questions:

"Does Senate bill number 65 authorize the delivery of any bonds, voted by the city of Flint, in aid of the Port Huron & Lansing Railroad, not authorized by the original act to which this act is amendatory?

"Does this act legalize any vote not authorized by the original act?"

In answer to the first question proposed, I have to state that act No. 266 of the session laws of 1865 authorizes the city of Flint to issue, upon the vote of the electors, bonds for the purpose mentioned in said act, to an amount not to exceed five per cent. of the assessed valuation of said city. From the language of the resolution I infer that such bonds have been issued. It would also seem that there are other bonds of said city issued, or which may be issued, which are not authorized by law. It is clear that the first are legal and valid, and that the last are illegal and void. The act referred to provides that the city of Flint shall be authorized to "deliver the bonds heretofore voted by said city, in aid of said railroad company," upon certain conditions. The question then is, what bonds are intended by the expression "the bonds heretofore voted?" Is it the bonds legally issued, those illegally issued, or both? It is said by Vattel that it is not allowable to interpret what has no need of interpretation. When the words of an act are in clear and precise terms; when its meaning is clear, and leads to no absurd conclusions, there can be no reason for refusing to admit the meaning which the words naturally present. To go elsewhere in search of conjecture in order to restrict or extend the act, would be but an attempt to elude it. In the case under consideration, the Legislature of 1865 authorized the city of Flint to vote upon and issue bonds

to aid in the construction of the Port Huron & Lansing Railroad. In 1867, an amendment is offered to the original act, providing that the bonds heretofore voted by said city for such purpose, shall be delivered to the railroad upon certain terms and conditions.

When the original act and the amendatory bill are considered together, as they must be, can there be any doubt as to the intention of the Legislature? It would seem to be very clear that the bonds referred to in the proposed amendment are those authorized to be issued in the original act. If no illegal bonds had been issued by the city of Flint, there could be no question as to the true intent and meaning of this amendment; and it would be strange, indeed, if the issuing of such unauthorized bonds could change the effect of a law of the State, or of an amendment referring to the law in express terms.

When the law provides for putting bonds or any private or public securities in circulation, it must be presumed that legal and valid, not illegal and void instruments are intended. Statutes are never construed so as to work wrong and injustice.

In relation to the second question, I deem it only necessary to state that no words are found in the proposed amendment legalizing any vote or any bonds. It is a general rule of construction, that a statute shall not have a retroactive effect unless it clearly appears that it was so intended by the Legislature. I have the honor to be, very respectfully, your obedient servant,

WM. L. STOUTON, Att'y Gen.

The Proposed Great Bridge at St. Louis.

A Springfield correspondent of the *Chicago Times* gives some interesting particulars of the great bridge, connecting St. Louis with Mr. L. B. Boomer at its head, is about to build:

The entire length of the bridge will be 2,700 feet. The lowest part of the main spans, or bottom chord, will be not less than fifty feet above the city directrix (indicating the highest water mark) at the greatest span. There will be two spans over the main steamboat channel of 350 feet each, in the clear, not including the abutments. The remainder of the spans over the main river will not be less than 200 feet each, and probably will be 250 feet each. There will be two spans from the Missouri shore of the river over the levee; and it will probably be found necessary to bridge at least two streets besides the above, on the St. Louis side, before coming to a level grade. A portion of the slough on the Illinois side will also be bridged. The total length of the bridge over the main channel of the river will be about 2,000 feet. The total length of bridging over the streets in St. Louis and over the slough on the Illinois shore will be about 700 feet—thus making the entire length of the bridge, as above, about 2,700 feet. The superstructure will be built of iron, and on Post's patent plan. The roadway will consist of two double-track carriage ways and one single-track railway, with tracks on the latter to accommodate the different gauges of the railroads centering at St. Louis. The railway track will run between the two carriage tracks; the latter at the ends passing under the railway, which will run over them on bridges, thus keeping the carriage and railway tracks from all interference with each other. Thus there will, in reality, be three bridges over the river, abreast of each other, which is equivalent to a single-track bridge 8,100 feet long. In addition to the carriage and railway

tracks, there will be two sidewalks, six feet wide each, one at each side of the bridge.—The masonry will be of the most substantial and massive character and description. The main piers will be from 120 to 130 feet high from the foundations, and will be 60 feet long on top, and 7 to 8 feet wide, with a proper batten to their foundation. The foundations will be very expensive, and it may be found necessary to use pneumatic piles; but it is hoped that the ordinary piles will be found sufficient. If so, they will be firmly driven, sawed off at the bed of the river or top of foundation, and the masonry lowered in iron caissons to its place.

The approximate cost of the entire structure, it is estimated, will be about \$5,000,000, although this cannot be determined until a thorough examination is made of the bed of the river. A corps of engineers will be on the ground for that purpose in a few days.

We learn that Messrs. Drexel & Co., of Philadelphia, and Messrs. Jay Cook & Co., are interested financially in this undertaking; and that there is no doubt whatever but that the enterprise is already placed upon such a basis as will insure that it will be undertaken immediately, and completed with the least possible delay.

LOCKAGE ON THE SUSQUEHANNA CANALS, from the Chesapeake Bay to the New York State line:

	Miles.	L'k'ge.
Susq. and Tidewater Canal—		
Havre de Grace to Columbia,	45	233 feet
Pa. R. R. Co.'s Canal—Colum-		
bia to Juniata Junc.....	46	116 feet
Susq. & W. Br. Canal—Duncan's		
Island to North'd.....	41	87 feet
Wyoming Canal—Northumb'd		
to Wilkes Barre.....	64	90 feet
North Br. Canal—Wilkes Barre		
to N. Y. St. line.....	105	244 feet
Total length and lockage of		
the five canals.....	301	770 feet
Juniata Canal—lower division—		
Susq. Junction to Hunting-		
don	90	385 feet
Juniata Canal—upper division,		
Huntingdon to Hollidays-		
burg.....	37	176 feet
West Br. Canal—Northumber'd		
to Farrandville.....	76	139 feet
Total Susquehanna Canals, 504		1470 feet
Average lockage per mile	2	91-100 feet
Getting east out of the Susquehanna across		
to the Schuylkill, the lockage is in this wise:		
Pennsylvania Canal at Middletown,		
above tide.....		276 feet
Schuylkill Canal at Reading, above		
tide.....		187 feet
Union Canal Summit at Lebanon,		
above tide.....		496 feet
Ascent to Lebanon Summit from		
Middletown.....		220 feet
Descent from Lebanon Summit to		
Schuylkill Canal.....		316 feet
Length of Union Canal 77 miles—		
total lockage		530 feet
Total from Huntingdon to Philadel-		
phia via Union Canal 257 miles—		
lockage		1175 feet
Average lockage per mile from Hun-		
tingdon via Lebanon to Phila-		
delphia.....		4 56-100 feet

AMERICANS pay \$11,000,000 a year for watches.

DEEP MINES OF THE WORLD.—The committee on the great Comstock adit, in its very interesting report to the Nevada Legislature, states that "this tunnel will demonstrate the continuation of the Comstock lode to a depth of 3,000 feet—a greater depth than has ever yet been reached in any vein of the world."—A proper regard for truth will not permit us to allow this doubtless unintentional misstatement to go before our readers uncontradicted. It is our impression that in Mexico at least one silver mine has been worked to that depth; and at Kuttenberg, Bohemia, the Eselchacht mine, believed to be the deepest in the world, is no less than 3,778 feet below the surface.—That settles the matter at once. But while we are writing on the subject, we may as well mention a few other mines noted for their depth, of which we have recently read, viz.:—The Dunkensfield coal mine, Cheshire, England, 2,504 feet deep; another at Pendleton, near Manchester, 2,504 feet; the bore of the Linden, Prussia, salt-works, 2,231 feet; the Tresavean copper mine, England, 2,112 feet; several coal mines at Durham, England, 1,773 feet, and thereabouts; the Valenciana, Mexico, silver mine, 1,686 feet; and the Santa Rosa silver mine in Sinaloa, Mexico, some 1,200 feet. It may, however, console our Nevada friends to learn that the Eselchacht mine is not now accessible, and that unless a deeper one can be found when their great adit is completed, they will justly claim to have attained a greater depth that has been reached on any vein (being worked) in the world.—*American Journal of Mining.*

MONETARY AND COMMERCIAL.

The changes in the local money market during the past week are not worthy of very special note. The supply of capital continues quite limited; although collections are somewhat improved, yet the meagreness of bank balances indicate closeness in the use of means, this however, will probably be relieved during the coming month by the improvement in the weather and the removal of the mud embargo on all country locomotion. Borrowers with satisfactory paper, have no difficulty in getting their wants supplied at the usual rates of 9@12 per cent., but other grades meet with no favor, and are forced into the street.

In general business there is but little doing, as the weather during the past season has been such as to entirely prohibit all efforts at locomotion except by railroad and steamboat, and even that has in many instances been seriously interrupted by flood and storm. It will also be remembered that the whole world does not live on a railroad track, and if they have but one mile mud road to traverse, it is next to impossible to get through. This condition of things will soon terminate, and a reasonable trade may be expected; those, however, who are relying on a big spring trade to aid them in carrying their burdens, will be doomed to disappointment. The people in the country are forced to economize in their expenditures, for, although every kind of produce is bringing remarkably high prices, yet that makes but little difference as

they have nothing to sell; hence the country trade will not need to buy many goods.

During the week, exchange has been quite irregular in the supply and demand, and prices have varied some days every hour. The regular quotations are:

	Buying.	Selling.
New York.....	pa@50c.	1-10 prem
Philadelpia.....	par@50c.	1-10 prem
Boston.....	par@50c.	1-10 prem
Gold.....	134	134½
Silver.....	125@127	125

The gold market has not been disturbed by any violent changes during the week. The daily fluctuations have been as follows:

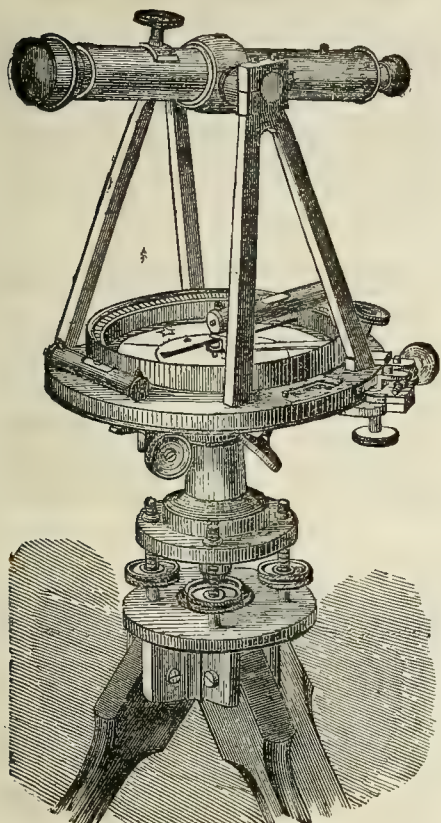
	Opening.	Highest.	Lowest.	Closing.
March 21.....	134½	134½	134½	134½
" 22.....	134½	134½	134½	134½
" 23.....	134½	134½	134½	134½
" 24.....	134½	134½	134½	134½
" 25.....	134½	134½	134½	134½
" 26.....	134½	134½	134½	134½
" 27.....	134½	134½	134½	134½

In the New York market, says the *Tribune*, "money on call was sharp 7 ¢ cent. for all new business. For commercial paper no change. Best names sell at 7 ¢ cent., and second grades at 8@10 ¢ cent.. In some cases 7 ¢ cent. in gold was paid on call loans."

Mining shares are active, with a continued inquiry for Alameda (silver), which is claimed to be equal in value to any of the established silver properties of California. Its claims cover 2,800 feet of lode, of which the List Lode, the Company say, "has proved to be as rich as any silver-bearing lode known in this country, large quantities of the ore assaying from \$1,000 to \$2,000 per ton. From the first level the Company have taken out over 200 tons of ore, which the Superintendent estimates will yield an average of over \$400 per ton. They can take out 10 tons of this ore per day, at a total expense for mining and milling of \$25 per ton. The product in 60 days can be increased to 56 tons per day. It being estimated from the work already done (which has been with a view to test the extent of the rich ore found in this lode) that there are at least 10,000 tons of this ore in sight, it is easy to form an idea of the value of this discovery. Not even the Comstock Lode equals it in richness, and it is safe, at this stage of operations, to pronounce it the richest silver lode yet known on this Continent."

Government stocks are lower with quite large sales in all the gold-bearing issues.—State stocks were steady. For railway mortgages a moderate business at former quotations. The miscellaneous stocks are neglected; Quicksilver Mining Co. fell 2 per cent.; Atlantic Mail sold at 84. and Pacific at 126½@126¾; New York Central was in demand at higher prices, upon the belief that the Legislature will allow an increase of fares; Erie sold at 57½. The Western shares were steady at last night's advance, but there was no large buying in any direction. After the call, prices were steady, and the market exceedingly dull, except for Michigan Southern, which sold up to 77½. At the Second Board prices were not sustained, except for steamship stocks. The market closed dull at the following prices: Canton, 45@45½; Cumberland, 32@35; Western Union, 41½@41½; Quicksilver, 32½@33; Pacific Mail, 127@127½; Atlantic Mail, 84½@85; N. Y. Central, 105½@106; Erie, 57½@57½; Hudson River, 137@140; Reading, 101½@101½; Michigan Southern, 76½@76½; Cleveland & Pittsburg, 79@79½; North Western, 35½@35½; North Western Preferred, 64½@64½; Rock Island, 96½@96½; Fort Wayne, 95½@95½; Illinois Central, 115½@116.

**ENGINEER'S
TRANSITS, LEVELS,
Leveling Rods, Chains, etc.**



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Manufacturers
67 West Sixth St.

CINCINNATI, O.

Jan 24 '67, 3m

JOHN BLAKELEY,
DEALER IN

WOOL & COTTON WASTE,

FOR RAILROAD & STEAMBOAT USE,

STEAM PACKING, ETC.

No. 233 Church Street,

PHILADELPHIA

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

Productive Wells all

around them.

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the long-staple package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. For Tickets over 2 3/4 inches in width.

SIZE NO. OF NO. FORMS.	PRICES.	SIZE NO. OF NO. FORMS.	PRICES.
1 64	\$37	11 64	\$38
2 96	40	12 96	42
3 144	46	13 144	48
4 112	54	14 192	57
5 256	62	15 252	65
6 320	70	16 320	75
7 400	80	17 400	85
8 500	90	18 480	95
9 600	100	19 600	110
10 720	115	20 700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St., Cincinnati, O

G. W. FULTON,

Civil Engineer,

CONTRACTOR AND BUILDER OF

WIRE SUSPENSION BRIDGES

Covington, Ky.

REFER TO JNO. A. ROEBLING, Esq.,

Chief Engineer Cin. & Cov. and Niagara Susp. Bridges.

TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON,

R. R. OFFICE, LOUISVILLE,

December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st of January, 1867, for the Graduation and Maintenance of over seventy (70) miles (in mile sections) of the Cincinnati branch of this railroad. The work is of an unusually desirable character for good contractors; the line accessible by steam at an I turnpike, and the country full of supplies. Profiles will be ready for examination on and after the 10th of January.

Payments for work done will be made monthly, in cash, and with the usual reservation.

References will be required from contractors not personally known and the company reserve the right to reject any bid not deemed to their interest.

I. M. ST. JOHN, Chief Engineer.

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No	1. 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 "	" 6 1/2 "	35 "
3, 8 "	" 11 "	36 "
4, 8 "	" 9 "	35 "
5, 7 1/2 "	" 6 1/2 "	30 "
6, 10 "	" 8 "	40 "
7, 7 1/2 "	" 8 "	35 "

PHILIP S. JUSTICE, President

No. 14 N. Fifth St., Philadelphia.

ff St., New York

WM. MERCER, R. B. MORE, G. F. STODDARD
Late Master Car Builder C.H. & D. & M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C. & I. C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C. & I. J. R. College Cor., Ind.
J. M. LUNT, Sup't, C. & I. C. R. R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C. H. & D. R. R., Cincinnati,
J. H. WELLER, Ass't Sup't, D. & M. R. R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G. W. R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C. & I. J. R. R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., Indianapolis
[Aug 2, 1866.]

THE STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

Locomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circs and other information, address,

STEAM SYPHON COMPANY,
48 Dey Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

NOV. 19, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....		M.	8:30 P. M.
DAYTON.....	1		11:00 "
URBANA.....	1	M.	12:40 A. M.
GALLIEN.....			3:35 "
MANSFIELD.....	4:15	"	4:25 "
MEADVILLE.....	12:45 A. M.		1:15 P. M.
Arrives SALAMANCA.....	5:20	"	6:15 "
OLEAN.....	6:38	"	7:55 "
HORNELLVILLE.....	8:47	"	0:30 "
CANNING.....	10:40	"	12:16 A. M.
ELMIRA.....	11:12	"	12:52 "
OWEGO.....	12:33 P. M.		2:18 "
BI GHAMPTON.....	1:18	"	3:07 "
PORT JERVIS.....	6:27	"	4:10 "
NEW YORK.....	10:30	"	12:30 P. M.
Trains leave CLEVELAND.....	7:30 A. M.		7:00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

THE NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

CIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

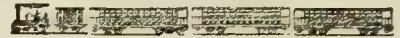
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at the northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15 foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 2:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:00 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO

ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

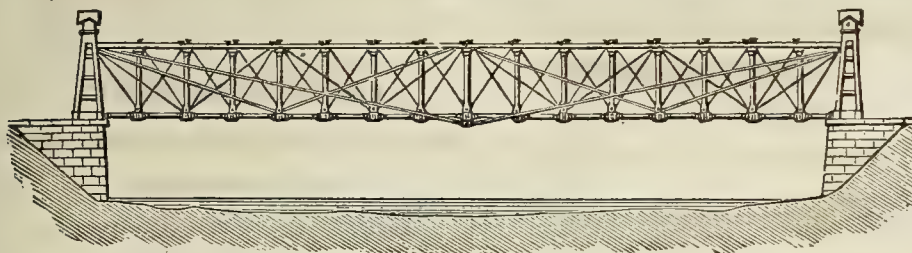
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburg, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and finish of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

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STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

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AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent.
my11

Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent
Sleeping Cars on night trains.

Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent.

my11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

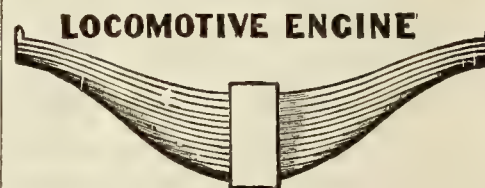
47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE

THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

e Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't. Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefonte and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

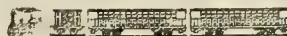
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis. Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. B. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES. Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted). 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. { Editors

CINCINNATI:
THURSDAY, APRIL 4, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " " per month.....	3 00
" " " six months.....	12 00
" " " per annum.....	20 00
" column, single insertion.....	5 00
" " " per month.....	10 00
" " " six months.....	40 00
" " " per annum.....	80 00
" page, single insertion.....	75 00
" " " per month.....	25 00
" " " six months.....	110 00
" " " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	7:00 A. M.	10:50 P. M.
Night Express.....	8:30 P. M.	8:30 A. M.

LITTLE MIAMI.

Morning Express.....	7:30 A. M.	7:55 P. M.
Milford Accommodation.....	8:25 A. M.	10:20 A. M.
Express Mail.....		6:25 A. M.
Columbus Accommodation.....	3:50 P. M.	
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	9:00 A. M.
Night Express.....		9:50 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:30 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....		5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:40 A. M.
Loveland Accommodation.....	5:45 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	10:30 P. M.
Toledo, Detroit and Canada.....	8:30 P. M.	7:10 A. M.
Richmond and Chicago.....	7:15 A. M.	11:55 P. M.
Richmond and Chicago.....	5:00 P. M.	1:50 P. M.
Bellefontaine and Sandusky.....	7:00 A. M.	10:00 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Indianapolis and Cambridge City.....	7:15 A. M.	10:00 P. M.
Indianapolis and Cambridge City.....	3:00 P. M.	10:30 A. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.
Dayton Accommodation.....	5:30 P. M.	10:00 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:15 A. M.	10:00 P. M.
Connersville, Cambridge City and Indianapolis Express.....	3:00 P. M.	10:30 P. M.
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.		
Chicago and St. Louis Express.....	7:00 A. M.	11:25 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	1:00 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:40 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:45 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:30 A. M.	4:30 P. M.
Caboose Accommodation.....	4:30 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Morning Express.....	6:00 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:30 A. M.	4:10 P. M.
Lightning Express.....	8:00 P. M.	5:25 A. M.

Railroads of the Lake Basin—Mackinaw, Marquette and Superior.

It is a curious fact that the largest part of the surface of North America still belongs to the Government of Great Britain, and is still comparatively unproductive. This, however, is due chiefly to the climate. More than half that vast surface never will be cultivated. It lies north of the 54th degree of north latitude, in a region where the isothermal line of any given temperature runs far north of what the same line does in Europe, or on the western coast of America. But, there is a great peninsula in Canada which runs south to the 43d degree, and along the whole of the lakes there is on the north side a vast quantity of good land which lies south of the 50th degree. The British shores of the lakes, therefore, although far less genial and fruitful than those on the south side, will eventually, and perhaps speedily, be populous, and the commerce of the lakes will, as it already does, startle the public with its magnitude and importance. Such great inland seas as Superior and Huron, will like the Black Sea and the Mediterranean, in time, become lined with cities and filled with internal commerce. Of course, this will require some time, but everything in America grows with such wonderful rapidity, and soon assumes such magnificent proportions that we shall hardly hear that towns are founded or railroads proposed, before we shall hear of their growth and completion. Besides the agriculture of the northern shores of the lakes and the increasing commerce on their bosom, it is now probable that the coasts of Lakes Superior and Huron will be one of the most active and important mining sections of the United States. In some respects it is so already. The iron as well as the copper mines of Lake Superior have become of great importance, and have created a large commerce. The coal region extends to the northern shores of Lake Huron, and as the two peninsulas of Michigan fill up, the coal trade will become great, and demand new means of communication.

Looking then at what is certain to be the towns, agriculture and mines of that region, we perceive that there must arise an immense commerce by land as well as water. But some one will say, the water lines will successfully compete with railroads. Not so, for two reasons; first, because the water lines being circuitous, and half the year frozen—time, the greatest of all elements in commerce, is wholly in favor of railroads; and next, because the principal railroads lead from the principal points on the lakes, and not in direction of the water lines. Let us look at what is needed, and what will probably be the result.

1st. For example, suppose we want to take copper or iron from Marquette or Lake Superior to Chicago, which is very probable

course of trade, to take it by water, we must go through the south of St. Mary, and the Straits of Mackinaw down Lake Michigan. But, a short Railroad from Marquette to a point on Lake Michigan would cut off half the distance. In the same manner, if we would carry copper from the shores of Lake Superior to Detroit, or Northern Ohio, a railroad to the Straits of Mackinaw, and thence a railroad down the peninsula would reduce the distance more than one third. Taking this into view, with the greater speed of railroads, and their operation during months when water could not be navigated, and railroads have so great a superiority in point of time, that they will be used for a large part of interior communications, in spite of water lines.

2. But the main part of the argument for Lake railroads is, that for the most part they do not compete with water lines directly, that is, for any thing carried from point to point on the water line; but, as we showed above diverge, by a short cut to the interior. Let us now take some examples of points from which these lines should diverge. Looking on the map, we find on our Northern Lake line, three remarkable points, nearly on a line. These are the Straits of Mackinaw, (45 $\frac{3}{4}$ ° N. Lat.) Marquette, on Lake Superior, (46 $\frac{1}{2}$ ° N. Lat.) and Fond du Lac, a Superior City, at the west end of Lake Superior, (46 $\frac{3}{4}$ ° N. Lat.) It is very evident that these will be three points of great concentration; because the salient points towards the south of the great basin of Lake Superior. It is evident, that at the Straits of Mackinaw, the central point of the great Lakes Superior, Huron and Michigan, these must at some time concentrate the interior commerce of the great peninsula, which lie in the midst of these great Lakes. We have several years since spoken largely upon this subject, and the time has now arrived when the Mackinaw Railroads are likely soon to be completed. Just previous to the War, Congress made a large land grant to Michigan for the construction of these, and one or two other roads. Besides this grant, however, an active capital in money was required, which at that time could not be easily had. When the war broke out all capital was turned in other directions, and the plan of the Mackinaw Road, like many others remained in a dormant state. We understand, however, they are now to proceed, and on the Grand Rapids Road, whose northern terminus is Mackinaw City, the work is actively progressing.

The Mackinaw Roads in the general plan were composed of two lines, one proceeding on the west side of Lake Michigan, by Grand Traverse Bay and Grand Rapids to Kalamazoo and Fort Wayne. Of this line we have formerly given a full description. The other line is on the east side of Michigan, by Saginaw Bay to Lansing; thence, it was intended to continue it to Van Wert, in Ohio; both

these lines being intended, finally, to reach Cincinnati. From Cincinnati, it only needed the connection in Kentucky to form a Grand Axial line of Road, in almost exactly the same line of longitude, from Mackinaw on Lake Huron, to Pensacola in Florida. This line would cross directly *twenty five degrees of latitude*, and would probably make a larger interior commerce of divers products, than can be found on any line of interior commerce in the world. It would bring the fruits of the tropics to the frozen regions of the north, and the ice of the Lakes to the shores of the Gulf. We are glad to know, that although many years have passed since it was projected, this grand scheme is now likely to be accomplished.

Turning now to the Copper and Iron mines of Lake Superior, we find Marquette is less than 70 miles from Noyet Bay. A railroad is planned, and we believe already making, between those two points, which will bring Marquette and all the mines of Lake Superior within easy reach of all the lines of communication in Illinois, Indiana and Ohio. This line, like that from Mackinaw, will have its communications South.

Proceeding next to Fond du Lac, we find railroad lines projected, and we believe in progress, from Fond du Lac south to St. Paul on the Mississippi, and from Superior City to Milwaukee, and by the North Pacific Road to Mackinaw. Then from the extreme western point of commerce on Lake Superior to the southern lines of Minnesota, Wisconsin and Michigan. Around Fond du Lac, or Superior City, must arise at some time, a great city and a vast commerce. Being in only 47 $\frac{1}{2}$ ° N. Lat., there must be west and north of it, an immense extent of country capable of cultivation. The time is near, when it will be cultivated; for the time is near when the really good lands west of the Mississippi will be taken up, and good farm lands will no longer be cheap. Then the fertile part of the British possessions, south of 50° N. Lat., and Dacotah in our country, will be sought, and become populous. The trade which will flow in from the Pacific, through the Straits of Fuca and Puget's Sound, must come (sooner or later,) by a Pacific Railroad, which will touch Fond du Lac, connect with Marquette, and terminate at Mackinaw. We see from this little sketch of the resources and geographical relations of the Upper Lake Basin, that the railroads we have mentioned, from Mackinaw, Marquette, and of Superior City, are of supreme importance; and they are likely soon to interest the spirit of enterprise and speculation, which are continually looking out for new achievements. Indeed, we expect soon to see the shores of the great Northern Lakes, Superior and Huron, as full of life, towns, and enterprizes, as we have recently seen those of Lakes Erie and Michigan.

Railroads on New Principles.

We have on a previous occasion, alluded to the attempt to induce Congress, already too prodigate with the people's money, to construct new railroads through the older States, to be opened for general traffic. Of the right and power of the General Government over railroads within the limits of our territory, there can be no question, any more than can be raised relative to the power of the General Government to regulate steamboats and steamboat traffic. Congress has the power to grant a charter for a railroad from Boston to Galveston, or from Charleston to Mackinaw; it has the right to regulate the gauge and other minutia and detail, and make them all uniform in their construction and equipment; to regulate their intercourse with each other, and to make laws that shall govern the traffic between the States. Perhaps the time will come, and may not be far distant, when it will be necessary, and to the general interests of the country, that Congress should exercise this power, in the same manner that it does over commerce on navigable rivers.

Through the undeveloped territory of the country we have always advocated that it was the duty of the Government to construct highways for commerce, or to so aid in their construction as to induce capitalists to make and operate them to the mutual advantage of both parties. But the undertakings suggested in the following editorial from the New York *Tribune*, are not of this character, and although the *Tribune* declines to express "an opinion on the details," yet we cannot doubt the sagacity of the people to discover the enormity of this attempt to swindle the public treasury, and heap further burthens upon their backs. We will give the article entire, that we may not be adjudged of unfairness or garbling. The *Tribune* says:

Three Congressional bills for promoting important Railroad projects in different regions have lately been presented by different Senators, in accordance with suggestions in Memorials from Lorenzo Sherwood. Rarely are measures of equal popular interest presented for consideration in or out of the Capitol. Where franchises and bounties are solicited by or for corporations, stringent rules should be prescribed for securing adequate restraint over corporate rapacity and corruption—a restraint never hitherto properly provided for, and certainly never before voluntarily suggested and urged by applicants for Railroad grants. In this latter respect, and in contrast to all former applications for Congressional encouragement towards Railroads, the memorials of Mr. Sherwood, like the above-mentioned bills, are worthy of more than ordinary attention. Equal Rights, Economy, and Safety are prominent features in the present movements.

First: The bill introduced by Senator Nye, from the Committee on Naval Affairs, is for encouraging a "Coal Supply Company" to establish "a naval and marine coal depot on the Eastern Shore of New Jersey, and for other purposes," among which latter is the

supply of the public, as well as the Government, with fuel, at greatly reduced rates.

Second: The bill of Senator Henderson of Missouri provides for a Military and Postal Railway from the Gulf of Mexico, at Galveston, upward through Texas, the Indian Territory, and Arkansas, to connect with the great railway range between the Atlantic and Pacific.

Third: Though last, not least, the bill presented by Senator Harlan of Iowa, ex-Secretary of the Interior, proposes encouragement for an "Atlantic and Pacific Freight Railway," to facilitate and cheapen the transit of freight through the vast interior between the ocean termini.

The fact that all these bills embrace several propositions never before included in Railroad legislation renders it desirable that the new features should be promptly and fully understood by the people.

It is proposed that well built double track railroads on the several routes shall be organized on the plan of running trains at a *uniform rate of speed*—say ten miles an hour—so that no one train can interfere with another, and that all can certainly accomplish their journeys in the shortest practicable time, and with consequent lowest cost for freight—the trains never having to go on side tracks to wait for lightning express or mail trains—the trains going in one direction, say Eastward, to take one track, and those going Westward the other track, of course—the business to be so systematized, by telegraph and general regulations, so as to provide for switching trains on or off the tracks at the towns along the routes where such trains belong.

A vital point in each of these Railroad bills is that which requires that the new routes shall be *thrown open on equal terms*, like the Erie and other canals, to *all persons who may choose to pay tolls*, and put conveyances on them for freight or passengers—thus counteracting the tendencies toward Railroad monopoly. Other provisions aim at securing the interests of the public and the shareholders by rigid financial rules respecting stock, mortgages and general management—in addition to the not unusual requirement in Congressional Railroad laws that the National Government shall have the right of transporting its mails, arms, men, supplies and munitions of war free of charge.

Illustrations of the proposed movement of railroad freight trains with uniform velocity may be found in the endless bands with buckets for elevating grain to the lofts of storehouses and mills, or in wells for raising water—each railroad train, like those buckets, regularly following its predecessor in conveying its contents to the terminus. It may be added that "people who want to travel quicker and pay more could take lightning trains on some other routes, and enjoy greater facilities in the way of smash ups by collisions under a thirty-mile velocity; but the great trade of the nation (freight being the primary object), and much of its travel could be thus accomplished at far less cost, with much less danger of accident and far less wear and tear of roadway and rolling stock."

The magnitude of interests and novelty of features involved in the above-mentioned bills—interests of all sections and of the whole people—should promptly arouse public attention to the principal points of Sherwood's memorials, on which they are all founded.

Says the memorialist:

"Notwithstanding the railway system has achieved great results, it has scarcely yielded

50 per cent of the legitimate fruits of more exact systems, founded on well ascertained principles. By preserving financial economy in construction, economy in the adjustment or location of roads, common thoroughfares for a system of roads, moderate and uniform rates of speed in order to get carrying capacity, as well as the entire destruction of the monopoly feature, we may be enabled to achieve results that will bring the cost of railway transit to a near approach in cheapness to ocean transit by steamers.

"Attention is invited to the fact of how little is gained by rapid travel in comparison with what is lost by more expensive freights. Property is created and production stimulated by cheapening freight, while rapid traveling has little to do with developing resources or assisting trade. The Erie Canal, with its cheap transportation, moving freight at only one and a half miles an hour, but freed from monopoly, has been the basis of a more general and extended prosperity than any other thoroughfares that might be selected and aggregated, and costing five times as much; nor does it yet show any signs of yielding its precedence in public benefaction. Cheapening transportation is, and is to be the great question of the American people—next in importance to the kindred question of keeping the peace of society by making man just to his fellow man. * * *

"In connection with the above suggestions as to economy in finance, the following plan is recommended:

"First: A double track road-bed, to be well and substantially laid down, with all the necessary turn-outs, wood and watering places, depots, &c., and to be owned by the State or a joint stock company.

"Second: The road to be open to free competition in transportation; any person, company or corporation allowed to put on trains and run them, paying tolls therefor to the proprietors of the road.

"Third: The adoption of a uniform rate of speed for both freight and travel—say ten miles an hour, more or less—having due regard to the economy of fuel and the preservation of the road and rolling-stock.

"It is estimated that a railroad constructed and managed on this principle will have a carrying capacity of ten-fold over an ordinary double-track road with unequal rates of speed, while the moderate and uniform rate of speed would take away nearly all the difficulties of management and liability to accident."

The interval between this and the next session of Congress affords time enough, and not too much time, for enabling the people generally to discuss and understand the new and important features that characterize these new movements in Railroad policy and Congressional legislation. Without expressing an opinion on the details, we see enough in the leading features of the proposed measures to warrant us in commending the whole subject to the attention of multitudes who are now groaning under the inadequacy and corruption of the Railroad System.

The receipts of the Western Union Railroad Company for the week ending March 31.—

	1867.	1866.	Inc.	Dec.
Freight	\$3,763 22	\$7,345 55		\$1 972 33
Passengers	4,083 25	5 364 21		1,164 95
Express & Tel.	320 00	250 00		70 00
Mail	375 00	296 58		78 42

Totals.....\$10,541 47 \$13,550 33

Receipts from January 1, to March 31,—
1866.....\$120 407 79
1867.....\$103,337 37

Decrease.....\$17,200 42

Cleveland and Toledo Railroad.

The New York Times of last Friday, gives currency to the following, relative to the above road. A similar rumor was freely circulated among railroad men in Cleveland about two months ago. It is indicative of the wonderfully increasing concentration of capital and power in the hands of individuals, and may be regarded as one of the reasons why legislation by the General Government will have to be resorted to so as to prevent conflicting interests and conflicting State legislations from interfering with the general welfare. It will be recollected that Mr. Vanderbilt owns the Hudson River and Harlem Railroad, and that in December last he was defeated in getting the control of the New York Central; and that it was only through the direct action of the legislature of New York that he was prevented from bringing the present managers of the Central down on their "marrow bones." Now, by the control of the Cleveland and Toledo, and the Michigan Southern, he will have them at "both ends," and the "Weed" and "Corning" influence, although powerful when combined, in New York legislation will be unable to reach him in the three States, and that he can thus bring them to their "mush and milk," and the "old man" get his revenge. The Times says:

The advance in Toledo shares to 121½@122 per cent., is due not alone to the very satisfactory 6 per cent. half yearly dividend of yesterday, but to the well authenticated rumor that Messrs. Cornelius Vanderbilt, A. B. Baylis and their friends have bought into the Company to the extent of 30,000 shares, and that, acting with the party from whom they make this purchase—Messrs. H. C. Stimson & Co.—they will control 62,000 or 65,000 shares of the whole capital of \$5,000,000, or 100,000 shares. It is also intimated that after the June annual meeting and election of the company the dividends on the stock may be made quarterly, in place of half yearly, beginning in July, with at least 4 per cent.—The way in which the Vanderbilt and Stimson party are rumored to have captured the complete control of this important Cleveland and Toledo link in the Lake Shore connection between Buffalo and Chicago is the subject of some amusing gossip on the street, and by its direction adds to the interest in the Michigan Southern contest to come off in April.

The half yearly dividend of six per cent. on the stock of the Cleveland & Toledo Road, spoken of yesterday, is now officially announced. If a less rate of interest had previously been entertained or threatened in Wall street, the purpose could not have been carried out at the meeting of the Board yesterday, as the Western members, we understand, including the President, were in attendance. On the other hand, it is now rumored on the street that a guaranty was tendered last week by a member of a house of high credit for responsibility, to the effect that if a prominent holder of the stock, not in the Direction, would furnish a certain large amount of the stock at a given rate, below the market, and pledge the proxies on 10,000 shares additional for the June election, to parties claiming to have control of the question

of the April dividend, this dividend should be made EIGHT per cent! If this be true, the facts could not be more timely ventilated than at present, on the approach of another important railroad election soon to come off in the West.

Chicago and Alton Railroad.

The earnings of this road for the years ending December 31, 1865 and 1866, were:

	1865.	1866.
From pass'gs. \$1,604,188 01	\$1,246,295 88	
" freight.. 2,155,151 85	2,309,498 59	
" express.. 47,378 36	79,516 93	
" U. S. M. 27,763 16	35,475 00	
" miscel's 5,510 44	24,366 46	
	\$3,840,091 82	\$3,695,152 86

And the expenses were:

Repairs of road....	\$488,981 31	\$602,919 00
" bridges....	39,453 47	44,020 67
" buildings....	52,533 77	38,866 08
" fences.....	16,553 18	12,177 83
" locomot's..	194,608 06	198,466 34
" cars.....	216,962 67	232,265 78
Locomotive wages, fuel, etc.....	441,264 73	428,471 78
Station agents, etc..	174,100 29	183,353 00
Conductors, etc....	73,376 84	92,855 61
Station and train supplies.....	80,676 74	72,700 24
Loss and damage....	44,308 88	35,237 95
Salaries of officers, etc.....	51,710 28	54,246 84
Taxes.....	38,516 08	76,675 11
Rent paid.....	13,137 63	8,482 52
Gov. tax on earnings.....		64,052 19
All other expenses.	70,380 64	65,745 29

	\$2,006,574 57	\$2,210,536 23
Net earnings....	\$1,833,517 25	\$1,484,616 63
Disbursed as follows, viz.:		
Dividend March 1, and tax.....	\$221,505 26	
Payments to first mortgage sinking fund.....	36,000 00	
Gov. tax on same.....	6,137 85	
Interest on bonds.....	280,700 00	
Dividend Sept. 1, and tax.....	331,936 84	
Rent paid Joliet and Chicago R. Co., including \$15,000 paid on J. & C. R. R. sinking fund	168,311 82	
Rent paid Alton and St. Louis R. R. Co.....	11,760 11	
Cost of Improvements in 1866....	189,893 64	
Loss on timber lands, saw mill, barges, teams, etc., purchased in 1863.....	31,813 86	

	1,278,059 38	
Surplus ..	\$206,557 25	
Add surplus from previous year.	1,291,397 87	

Total surplus January 1, 1867....	\$1,497,955 12	
This surplus is represented by		
Alton and St. Louis R. R. Co. stock.....	\$675,000 00	
Bonds held by trustees on renewal account.....	50,000 00	
Joliet and Chicago R. R. Co.'s bonds.....	7,000 00	
Chicago and Mississippi R. R. Co.'s bonds.....	2,500 00	
St. L. J. & C. R. R. Co.'s bonds	15,300 00	
Interest in Union Stock depot...	50,000 00	
Sums due to the company.....	165,477 46	
Cash on hand, general fund....	439,455 41	
Supplies on hand.....	436,139 29	
	\$1,840,872 16	
Less sums due to others.....	342,917 04	
Total, as above.....	\$1,497,955 12	

During the past year there have been expended for renewals and improvements, \$241,021 16; and for maintenance of way, works and buildings, \$698,816 23. The report says:

Important improvements have been made in the condition of the railway and its equipments, the cost of which is embraced in the account of operating expenses. This account amounts to 59.8 per cent. of gross earnings, and includes the cost of new engines and cars built to take the place of those worn out, or otherwise rendered unfit for service, and also one new engine charged in that account to compensate for any general depreciation in engines, not otherwise provided for.

The amount of gross earnings is less than during the preceding year by \$144,938 96, or 3 3/4 per cent. This is due to the reduction in passenger traffic, the earnings from that source being less than in 1865 by \$357,892 13, or 22.3 per cent.

This reduction may be ascribed, in part, to the prevalence of cholera in St. Louis and Chicago, which, for a considerable period, diminished largely both the passenger and freight traffic of the line, but is mainly in consequence of the absence of military traffic and travel incident to army operations, which increased the passenger traffic of the preceding year.

The aggregate tonnage of freight transported shows an increase of nearly 25 per cent; but the increase in the amount of earnings from that source is only equal to about 7 1/4 per cent. This difference between the ratio of increased traffic and cash receipts, is due mainly to a reduction of rates and the development of our coal traffic, which has increased largely during the year, and is likely to increase rapidly until it becomes a very important source of revenue; but, in proportion to tonnage, it does not command rates of freight corresponding with many other articles transported.

Additional rolling stock, depot buildings, depot grounds, and side tracks have been built, or otherwise acquired, during the year, at a cost of \$339,217 82, which has been charged to the special fund provided for that purpose by the sale of stock in February last. The remainder of that fund, unexpended at the close of the year, is \$158,082 68. Of the special fund derived from the same source for the purchase of the Alton and St. Louis Road, the remainder unexpended is \$135,614 50, which is invested in U. S. 7 3-10 bonds.—That road is represented by \$800,000 capital stock, of which this company now owns \$675,000—leaving \$125,000 of stock to be purchased in order to vest the title to the road in this company. It is believed that the remainder of the fund will be more than will be required to accomplish that object.

During the year six important bridges have been re-built in a permanent manner.

Six new station buildings, including a large and substantial freight building at Chicago, have been constructed.

Sixty-one and one-half miles of track have been relaid with new and re-rolled rails, and forty-nine miles with repaired rails; also, a corresponding number of new cross-ties.—From this it will appear that about 40 per cent. of the track upon the entire line has been rebuilt with new and repaired rail during the year.

Two hundred and eighty-seven cars have been built in shops of the company during the year, fifty-six of which have been designated to take the place of those worn out, and the remainder (231) have been added to the num-

ber on hand at the close of the preceding year.

The whole number of cars owned by this company, at the close of the year, is 1,359, as follows: Passenger cars, 37; baggage and express cars, 15; house freight cars, 723; stock cars, 238; platform cars, 344; wrecking and tool cars, 2; freight cars of all descriptions, 1,305.

The company now has 67 locomotives, which have been maintained in an efficient condition during the year, and at its close nearly all of them are in good condition for service.

The large expenditures heretofore made have rendered the condition of your road and its equipment such as to compare favorably with the best Western Railways; but a proper regard for economy will render it necessary to make still further improvements and additions, which, in the opinion of the Directors, should be continued by annual appropriations, moderate in amount, until your road shall not only have been rendered complete in all its necessary appointments to meet the demands of its traffic, but shall be in such condition as to render it possible to reduce its operating expenses to the lowest practicable limit.

The St. Louis, Jacksonville and Chicago Railroad, which was completed to a connection with your line at a point about thirty miles from St. Louis, on the 1st day of January, 1866, is developing a large traffic; but the principal advantage to be derived by this company from traffic originating on that line, will be through its northern connection, which will be much further from the terminus of your line, at Chicago, than the present connection is from St. Louis. The traffic of that line is now almost exclusively with St. Louis, and passes but a short distance over your road; but, with the northern connection made, the traffic will be mainly with Chicago, and will be a source of much greater profit to your company, by reason of the greater distance which it will pass over your line.

The construction of that line is now in progress, and it is confidently expected that the connection referred to will be made during the present year.

The Union Stock Depot at Chicago is now the largest stock market in the country, and has the effect of increasing the transportation of live stock over your line, by inducing shipments to that market, which, under other circumstances, would be made by other lines to Eastern markets. The results have fully realized the anticipations of its projectors.

The number of miles run by locomotives during the year was as follows: With passenger trains, 415,612; with freight trains, 839,985; with wood trains, 30,048; with construction trains, 110,524; switching trains, 215,946—total, 1,634 115.

The number of passengers carried was 516,543, of which 259,767 went North, and 256,776, South. Of the whole number carried, 477,578 were way, and 38,965 through passengers.

Tons of freight moved North, 265,489; do., South, 370,870—total, 636,359.

GENERAL BALANCES, Dec. 31st, 1866

Cost of road and equipments.....	\$10,118,521 82
Bonds and stocks issued Trustees.....	37,813 39
Alton and St. Louis R. R. Co. shares.....	675,000 00
Joliet and Chicago R. R. Co. bonds.....	7,000 00
Chicago and Mississippi R. R. Co. bonds.....	2,500 00

U. S. 7 3-10 Treasury Notes, cost.....	135,614 50
Bonds held by trustees on renewal account.....	50,000 00
St. Louis, Jacksonville and Chicago R. R. Co. bonds....	15,300 00
T. B. Blackstone, trustee interest in stock depot.....	50,000 00
Due from other railroad companies.....	36,338 54
Due from stations.....	75,970 98
Due from General P. O. Depart	21,237 50
Due from U. S. Gov. for Military transp.....	4,928 02
Due from Insurance companies for fire losses.....	12,489 94
Balances due from sundry persons.....	14,113 11
Trustees of sinking fund, balance in their hands.....	399 37
Supplies on hand.....	436,139 29
Cash on hand.....	597,538 09
	\$12,290,904 55
Capital stock, preferred.....	\$2,425,400 00
Capital stock, common.....	3,886,590 00
Bonds seven per cent. sinking fund.....	483,000 00
Bonds seven per cent. first mort.....	2,400,000 00
Bonds seven per cent. income.....	1,100,000 00
Sinking fund, bonds canceled	117,000 00
Sundry bonds and stocks, unissued.....	37,813 39
Convertible scrip outstanding	319 00
Supplies purchased, payable in January.....	93,660 45
Unclaimed coupons, including \$84,000 due Jan. 1, 1867...	87,151 22
Unclaimed wages, including Dec. pay rolls.....	96,117 56
Balances due other companies	36,070 46
Due U. S. Government for tax on earnings, coupons, &c....	10,117 16
Balances due sundry persons.....	14,800 19
Income account, surplus, Dec 31, 1866.....	1,497,955 12
	\$12,290,904 55

President.—T. B. Blackstone.

Directors.—T. B. Blackstone, A. Havemeyer, John B. Drake, John Crerar, Geo. T. Olyphant, John J. Mitchell, Wm. F. Weld, John A. Stewart, Peyton R. Chandler.

Secretary and Treasurer.—W. M. Larabee.

Gen'l Superintendent.—Robert Hale.

BRITISH RAILWAYS AND MINES.—The amount of duty imposed on railway traffic for the year ending March 31, 1866, was £463,028, as compared with £439,332 in the year ending March 31, 1865. This duty is 5 per cent. on the receipts from passenger traffic. The gross receipts of the railway companies of Great Britain in the year ending March 31, 1864, were £32,433,958, and the duty paid by them was £430,865, or 1.3 per cent. on their earnings. The net income of the railway companies in 1863-4 was £17,511,000, so that the duty imposed absorbed 2.4 per cent. of their profits. The increase in the annual value of the mines of Great Britain, comparing 1864 with 1853, was £1,934,000, showing an increase of 58.85 per cent., or 6.26 per cent. per annum. Making a similar comparison with regard to ironworks, we find an increase of £513,000, or 39.92 per cent., or 3.63 per cent. per annum. The mines of the home empire were assessed, in 1853, at £2,809,733; in 1857, at £2,822,369; in 1861, at £4,356,698; and in 1864, at £4,743,406.

Michigan Southern Railroad.

The following abstracts relative to the condition of the Michigan Southern Railroad, is from the *Tribune*. It says they are from the "forthcoming annual report," that they are "official," and that "the President of the road is to be commended for the frankness with which the subject is treated."

The earnings have been as follows:

	Year ending Feb. 28, 1867.	Year ending Feb. 28, 1866.
From freight...	\$2,681,900 16	\$2,455,402 68
From passen- gers.....	1,749,336 74	2,021,246 87
From mails.....	54,786 24	54,786 24
From express...	120,316 65	101,556 19
From rents.....	19,780 83	19,024 63
From all other sources.....	47,072 24	34,428 41
Total.....	\$4,673,192 86	\$4,686,445 02
Operating exp's	3,063,705 81	2,749,656 93

Net earnings...	\$1,609,487 05	\$1,936,788 09
Decrease in gross earnings...		13,252 16
Increase in operating exp's		314,048 88

Decrease in net earnings..... \$327,301 04
Percentage expenses to earnings this year, 65.6; last year, 60.5.

Net earnings.....	\$1,609,487 05
Less, Interest on funded debt.....	\$644,167 90
Dividends on guar- anteed stock.....	87,820 75
Taxes.....	177,365 45
Rent Erie and Kal- amazoo Railroad...	30,000 00
Int. and exchange...	13,688 76
Contribution to sink- ing fund.....	142,000 00
	\$1,095,042 86

Surplus.....\$514,444 19

ADDITIONS TO COMPANY'S PROPERTY.

Chicago—	
Paid for depot grounds...	\$51,345 39
Filling, paving, &c.....	35,160 74
New pass. depot and offices.....	118,526 64
New freight depot.....	59,270 89
Total in Chicago so far	\$264,303 66
Four new engines.....	69,029 80
New cars (built at Adrian).....	65,000 00
New side-tracks, 579- 100 miles.....	61,755 50
New machinery in shops.....	11,272 53
Bridge masonry.....	65,153 37
New buildings on line	45,241 77
Passenger house, De- troit.....	8,626 14
Grand River Valley Railroad connec- tion at Jackson.....	2,435 50

Total additions to property of
the Company.....\$592,818 27

LIABILITIES.

	Feb. 28, 1867.	Feb. 28, 1866.
Common stock	\$9,813,500 00	\$9,381,800 00
Guaranteed stock.....	787,700 00	1,089,700 00
Funded debt.....	9,135,840 00	8,537,175 00

Pay-rolls and Vouchers, To- ledo.....	484,700 43	302,107 33
Bills payable....	25,000 00	335,000 00
Unclaimed Divi- dends and coupons.....	32,623 28	26,863 49

Total.....\$20,279,363 71 \$19,672,645 82
Increase.....\$606,717 89

AVAILABLE ASSETS

	Feb. 28, 1867.	Feb. 28, 1866.
Cash in New York...	\$197,126 79	\$17,836 58
Cash in Toledo.....	98,571 88	17,794 00
Uncollected earn- ings.....	198,928 44	140,055 58
Freight overcharges due us.....	24,669 45	18,219 29
Bills receivable, To- ledo.....	5,801 24	2,591 24
Individual accounts, Toledo.....	1,669 71	3,762 91
Supplies on hand...	656,527 99	547,024 74

\$1,186,295 50 \$747,284 34

Increase.....\$436,011 16

An intimation having appeared in the last annual report that a dividend might be paid during the year now closed, it is deemed proper to submit the following statement of the cash transactions collected and condensed from the several tabular statements appended to this report, some smaller items and the direct conversions of bonds and guaranteed stock into common stock being committed as unnecessary here.

The reason why no dividend was paid on the common stock will be apparent.	
Receipts from gross earnings...	\$4,673,192 86
Less operating ex- penses.....	\$3,063,705 81
Taxes.....	177,365 45
New equipments, new track and bridges (being mainly additions to Company's property.....	260,938 67
	\$3,502,009 93

Balance.....	\$1,171,182 93
Received from bonds sold.....	768,065 53
Received from common stock sold.....	71,200 00

Total cash receipts.....\$2,010,448 46

Disposed of as follows:

Sinking fund contribution.....	\$142,000 00
Paid N. Y. floating debt and in- terest.....	321,394 75
Premiums on commission guar- anteed stock this year.....	82,270 20
Redemption of over due bonds...	38,000 00
Erie and Kalamazoo rental.....	30,000 00
Interest on funded debt and divi- dends on guaranteed stock....	726,228 86
Additions to depot property and other real estate.....	331,879 60
Old stock yard claim.....	17,866 67
Settlement of claims for back dividends on guaranteed.....	71,650 00

Total.....\$1,761,290 08

The amount of difference in the above totals is represented in the cash on hand.

It is also apparent from the above state-
ment why the Western office could remit dur-
ing the year no more than \$750,000 to the
Treasurer in New York.

The Board believes that the disposition
thus made of the receipts was the best that
could have been made for the interests of the

stockholders and the future value of their
property.

It will be seen that the payment of the
floating debt, the premium on converted guar-
anteed stock, the sinking fund, and the over-
due bonds paid off absorbed the greater por-
tion of the proceeds of the bonds sold.

The percentage of expenses, compared with
earnings, shows an increase over the previous
year. This will be accounted for by the fol-
lowing statement:

As indicated in the last annual report, it
was, on the opening of the year, a matter of
stern necessity that arrangements should be
made to renew in the coming season a very
much larger proportion of the iron and ties in
the track than would be ordinarily required
in any one year. As the Board did not feel
justified in neglecting so important a matter,
it will be seen that the payment on account
of these two items amounted to \$1,112,852 82,
very largely exceeding the sum so appropri-
ated in any previous year.

102.67 miles have been relaid with new and
rerolled iron, and 125.18 miles of old iron re-
paired.

131.11 miles of the road have been relaid
with cross ties, requiring in number 308,099.

While we do not anticipate any future year
will show so large an expenditure for these
items as that just ended, still a heavy expense
in this department will be necessary for years
to come.

During the year we have been at times, for
want of cars, unable to move promptly the
freight offered for transportation. As the
prospects for a full grain crop were never
better than at the present time, it is believed
that sound policy requires a large addition to
our freight rolling stock in the coming year.

The cost of maintenance of way has been:
In year ending Feb. 28, 1865, 17.7 per cent of
earnings; in year ending Feb. 28, 1866, 18.1
per cent of earnings; in year ending Feb. 28,
1867, 23.8 per cent of earnings.

The other operating expenses were as fol-
lows:

Year ending Feb. 28, 1865, 38.4 per cent of
earnings; year ending Feb. 28, 1866, 42.4 per
cent of earnings; year ending Feb. 28, 1867,
41.8 per cent of earnings.

Total operating expenses to earnings, 1865,
56.1 per cent; total operating expenses to
earnings, 1866, 60.5 per cent; total operating
expenses to earnings, 1867, 65.6 per cent.

The aggregate of expenses, apart from those
pertaining to the maintenance of way, shows
a reduction from the sum total of same items
in previous year.

Considering that the freight earnings con-
stitute so much larger a portion than usual of
the whole receipts, this must be considered as
indicating reasonable economy in the manage-
ment.

Our trains have run 2,380,495 miles, or
199,880 miles more; still the fuel consumed
is less in quantity, and in cost is \$37,699 23
below the year preceding.

While the efficiency of rolling stock has
been fully maintained, locomotive repairs
show a decrease of \$41,551 97, and car re-
pairs a decrease of \$2,632 59.

E. B. PHILLIPS, President.

PENNSYLVANIA IRON SENT TO ENGLAND—
The *Pittsburg Republic* of Saturday says that
a lot of samples of Bloomfield iron were sent
on that day to Sir Frederick Bruce, the Brit-
ish minister, at Washington, D. C., and con-
signed as a present to the Board of Admir-
alty, in London, for the purpose of experiment-
ing in the manufacture of "heavy ordnance."

Liability of Ferry Companies for Injuries to Passengers.

The case of *Short vs. Knapp*, just decided by the Court of Common Pleas of this city, involves an important question as to the liability of ferry companies for negligence, and will be found of equal interest to the public and common carriers generally. The opinion (in which Judges Daly and Cardozo concurred) was delivered by

BRADY, J.—The plaintiffs' horses with carriage attached were led by one of the plaintiffs, who was acting as driver of the team, on board of the defendant's ferry boat, at the foot of Twenty-third street and the East River. There was no light at the ferry gate or upon the boat. It was about 5:30 in the morning, and very dark. The deck of the boat was slippery, although the driver who led the horses as stated did not notice that fact when he so led them on board. There were some persons in the coach, one of whom called to the driver, who went to the door of the coach to see what he wanted. While talking to him the whistle of the boat blew, and the horses started. The driver told them to stop, and they did so. They were not frightened. The whistle blew again, and the boat moving, caused the horses to start again. The driver hurried to them to stop them, and did all that he could do, but could not stop them because the deck was slippery. When they started they turned round and went overboard, and one of them was drowned. There was a chain at the end of the boat which sagged at the centre, and was not more than twelve inches high at that point, which was not sufficiently elevated to stop the horses, but did stop the carriage. The driver, at the time the horses started, was talking to his passengers, having one foot on the step of the carriage, and one foot inside, and was apparently guilty of negligence in thus leaving his horses; but he testified that in consequence of the movement made by the horses and the slippery condition of the deck of the ferry boat, it would have been impossible for him to have stopped the horses whether he had been at their head or on his box; a fact which others, accustomed to manage horses also testified to, and corroborated his evidence on that subject. Several witnesses also testified in reference to the chain, its arrangement, its sagging in the center, and its insufficiency for the purpose for which it was intended. The evidence given in behalf of the defendant made a conflict upon the various elements of the plaintiffs' case, as to the elevation of the chain, the ability of a person to stop the horses if standing at their heads, the position of the driver when the horses started, and the condition of the deck. Under the circumstances disclosed, the plaintiffs' right to recover depended upon the absence of any negligence on their part which contributed to the injury sustained. The jury were so instructed. If the driver had been upon his box, or standing at the heads of his horses, there could be no doubt about the right of the plaintiffs to recover, inasmuch as the horses were shown to be gentle and reliable—obedient to command and not inclined to run away; and there was proof establishing the fact that the guards used by the defendant in his boat were not sufficient for the purpose intended—that there was no place to tie the horses, and no proof that any person was employed on board of the boat who was charged with the care or custody of these or any other horses. Assuming this conclusion to be correct in prin-

ciple, it follows that if the driver, being on his box or at the heads of his horses, could not have arrested them, his absence from both the places designated was not, *per se*, evidence of negligence contributing to the injury suffered.

The facts and circumstances were considered and passed upon, and if the jury thought the plaintiffs guilty of negligence, they could not recover. For these reasons the justice did not err in refusing to dismiss the complaint. It does not follow because the plaintiffs may have been guilty of negligence they cannot recover. The negligence must in some degree contribute to the injury, and unless it does, it cannot effect the right to indemnity. *Haley vs. Earles*, 30 New York Rep., 208. Although the liability of a common carrier of animals is not in all respects the same as that of a carrier of inanimate property, and although he is not an insurer against injuries arising from the nature and propensities of animals, yet if diligence and care can prevent them, he is bound to the exercise of such diligence and care. *Clarke vs. The Rochester and Syracuse Railroad Company*, 14 N. Y. Rep. (4 Ker.) 570.

It is the duty of a ferry company "to have all suitable and requisite accommodations for the entering upon, the safe transportation while on board, and the departure from the boat of all horses and vehicles passing over such ferry." They are also required "to be provided with all proper and suitable guards and barriers in the boat for the security of the property thus carried, and to prevent damage from such casualties as it would naturally be exposed to though, there was ordinary care on the part of the traveler." Per Dewey J., in *White vs. The Winnisummet Co.*, 7, Cushing, 157. Accepting this statement of the duties devolving upon ferry companies as a concise and ample exposition of them in reference to the subject under consideration, and more particularly since the case from which it is extracted was cited by the defendant's counsel, it is established by the verdict of the jury that the defendant's boat had not suitable guards and barriers to prevent damages from such casualties as the plaintiffs' property would naturally be exposed to. It is true that the plaintiff did not recover in the case just referred to, but it was for the reason that he had contributed to his injuries by his own negligence. The opposite finding on conflicting evidence sustains the judgment in this case, the jury having been instructed by the justice, not only in relation to the plaintiffs' negligence, but also that the defendants were not liable unless the damages sustained by the plaintiffs were occasioned by the defendants' negligence. Upon an examination of the case, in reference to the propriety of the verdict, we cannot say that it was not just. It appears clearly that the plaintiffs' horses were frightened by the act of the defendant's servant who blew the whistle, and that defendant was therefore the original impelling cause of the accident. Whether the use of the whistle did not impose additional caution on behalf of the defendant is a question upon which we are not called upon to express an opinion, but if such use of it is necessary in conducting the business of the ferry, or the navigation of its boats, it would seem from the events which this case has proven, to call upon the defendant to employ ampler means for the security of passengers and animals than those adopted. We cannot interfere with this judgment. The evidence admitted under the defendant's objection bore directly upon the question of negligence, and

was pertinent and proper, and the jury were properly instructed upon the legal rules by which their deliberations were to be governed.

The judgment should be affirmed.

Stock-Jobbing.

ARREST OF DANIEL DREW—\$250,000 BAIL—WHAT ONE BROKER THINKS OF ANOTHER.

In the Supreme Court, an order of arrest has been granted against Daniel Drew, the great Erie operator, on a charge of fraud, in which \$250,000 bail was asked and given. The complaint on which the arrest was granted charges in substance that one Leonard Huyck (whom the plaintiff represents through assignments), with some others entered into an arrangement with Daniel Drew and E. D. Burr to form a "pool" in Erie with a basis of 9,000 shares; that on the 29th of January, 1866, being the owners of some 9,300 shares, these parties made a new arrangement by which Daniel Drew was to put in twice as much—18,600 shares—and operate the pool for the benefit of all concerned; that this arrangement was to continue for sixty days, and Fisk & Belden were to act as brokers; that Drew was to have the right to take in 3,000 shares more, but did not; that prior to such an agreement, a large profit had been made for the pool, and that Fisk & Belden knew it; that another one interested in the pool, named Baxter, also knew it, but was induced to keep quiet by a guarantee from Drew; that Drew conducted operations not for the benefit of the pool, but for his own benefit, keeping Fisk & Belden in partial ignorance of the transactions, and by his operations made over \$2,000,000. It is claimed that this gain was really made for and belonged to the pool, but that Drew failed to give any account of the profits to the other persons interested; and it is further claimed that he did not put in the 18,600 shares which he stipulated to do, and therefore is not entitled to share in the profits. Huyck ultimately failed, but was induced by representations of Fisk & Belden to execute some kind of assignment to them. This assignment is claimed to have been procured by fraud. The plaintiff procured a judgment for \$177,597 69 against Huyck, and then, the execution being returned unsatisfied, procured from him an assignment of his claim against Drew. He held 2,500 shares (which, it is claimed, were procured by the plaintiff's money) in the original pool, and the plaintiff claims, as standing in his shoes, over \$300,000.

The summons in this case was issued on the 22d instant, and made returnable in 20 days. The complaint, which sets forth in detail the charges we have epitomized above, was sworn to on Tuesday last. Accompanying this complaint are attached copies of the original agreement for forming the pool, and a letter written by William Belden, one of the firm of Fisk & Belden, to a friend who had an interest in the pool, in which the latter makes some interesting revelations respecting the great Railway King, for whom the firm of Fisk & Belden were brokers. As this letter has been printed with the complaint, it is no violation of secrecy to quote the following sentences from it to show what one Wall street broker thinks of another:

"NEW YORK, June 13, 1867.

"* Almost immediately after the stock had been purchased for the second Erie pool (recollect the first pool sold at a profit), at-

most immediately, I say, Fisk and I discovered to a certainty that Daniel Drew and E. D. Burr were engaged in a cool, deliberate game to swindle and defraud those in the pools. We sat up all night over it at the Fifth Avenue Hotel, and made up our minds that we would take the following course: Be quiet and say nothing, as we could say nothing that would benefit any one at that time. To have told the members of the pool the facts in our knowledge would have, of course, brought on difficulty at once, in which event Mr. Drew would, at the most, have to do nothing more than to refund the original margin. * * Mr. Drew has been speculating, and has made a large amount of money. He intends to defraud the gentlemen in the pools out of their rights. We have stood here, having appeared to stand by Mr. Drew, who has taken it for granted that Fisk and I would help him through with his devilish schemes, as he could not very well swindle without Fisk and I knowing it—seeing in the interval that by remaining perfectly quiet, we could put ourselves in a position to see and learn a great deal for the interests of the pools, provided Mr. Drew did not mistrust us."

ARREST ON A CHARGE OF DEFRAUDING THE GOVERNMENT.

Yesterday afternoon Messrs. Leonard Huyck and Joseph B. Stewart were arrested by United States officers on a charge of defrauding the Government. Their bail was fixed at \$200,000 each, and not being able to obtain this amount they were sent to Ludlow Street Jail. Mr. Huyck was President of the Merchant's National Bank of Washington, which institution is alleged to be indebted to the Government in the sum of \$750,000. Mr. Huyck having transferred his property to Mr. Stewart, the Government had both parties arrested on a charge of conspiring to defraud. Mr. Stewart is the complainant in the "Erie Pool" case, in which he alleges that Mr. Daniel Drew is indebted to him in something like \$300,000.

When men once give themselves over to doing that which is wrong, there is no limit to their guilty acts. Stock-gambling has not a much more elevating influence on the moral sensibilities than "Faro" or "Poker," and is only the more respectable on account of the stakes being greater; gray-headed sinners are allowed to thus swindle and still continue leading members in religious bodies.

The manufacture of steel fusee watch-chains for the internal machinery of watches is and has been for nearly a hundred years a staple of Christ church, Hants, England; young girls with small fingers and delicate touch being the manufacturers. Each chain is about eight inches in length, and contains upwards of 500 links, riveted together. It is not thicker than a horse-hair, and the separate links can just be perceived with the naked eye. Modern invention has as yet discovered no substitute for this chain equal to it in slenderness, strength, and flexibility.

The directors of the Camden and Amboy and New Jersey Railroad and Transportation Company, recently consolidated—held their first meeting in Jersey City on the 11th March. Ashbel Welch, Esq., was chosen President of the joint board; Hamilton Fish, Vice-President; and J. P. Bradley, Secretary.

Notes on Building Materials.

Mac Adam did not employ a rough pavement for the foundation of his broken stone, and however convenient it may be to employ the term "macadamizing," it does not properly attach to roads so formed and covered with broken stone.

On the completion of Plymouth breakwater, it was estimated that 37 per cent. of its gross bulk consisted of interstitial space.

Broken stone, in fragments of from 1 in. to 8 in. diameter, does not naturally pack so closely as to contain less than 48 per cent. of its gross bulk of water in its interstices.

Clays containing from 8 per cent. to 10 per cent. of oxide of iron burn to a blue or almost black color. Such bricks are common in Staffordshire, and where the body is a fire clay and the iron contained in it is melted and forms a complete metallic coating to the brick.

One-third lime to two-thirds burned clay makes a strong hydraulic cement.

Stourbridge clay contains 46.1 per cent. of silica and 38.8 per cent. of alumina, the residue being water.

The black of stone which serves as the pedestal of the statue of Peter the Great at St. Petersburg, weighed, when first brought to that capital from Finland, 1,100 tons. It was 42 ft. long at the base, 36 ft. at the top, 21 ft. wide, and 17 ft. thick.

Puzzolana is a pulverulent volcanic earth, found at Puzzuoli, near Naples, and is composed chiefly of silica and alumina.

The road from Tein-Tsin to Peking is macadamized, and the Chinese assert that all their principal roads have been thus protected for centuries.

In making concrete it is preferable, instead of employing one part of ground lime to six of ballast, gravel or burnt clay, to use one of ground lime, five of ballast and one of sand.

Concrete is generally more or less porous, readily passing water in wet soils, in which it requires careful draining.

The Craigleith, Darley Dale, Heddon and Kenton sandstones contain each an average of about 95 of silica or flint. The Bolsover, Huddlestons, Roche Abbey and Park Nook magnesian limestones contain each an average of about 55 per cent. of carbonate of lime and 40 per cent. carbonate of magnesia. The Ancaster, Bath, Portland and Ketton oolites contain each an average of 94 per cent. of carbonate of lime.

Many of the Roman bricks were 2 ft. long, 9 in. wide and 3½ thick. They were of excellent quality and still exist in a more perfect state than the stone masonry of the same period.

The oldest brick work in London is that of Lollard's Tower, Lambeth Palace, built in 1454.

At the port of Cassis, the French engineers have used beton blocks of 44 tons weight each upon the outer face of the mole.

Firebricks are made from an adhesive clay containing but a small amount of oxide of iron and lime—the less of the former the better; as where a large quantity is contained, it is in danger, at the high temperature to which it is exposed, of fusing and forming a silicate of iron.

The London clay contains from 10 to 12 per cent. of water, and when exposed to the air swells greatly, besides cracking in all directions when dried.

Hydraulic mortar was first made in London, in 1796, from the septaria in the Isle of Thanet.

By a careful observation, 22,625 cubic yards of hard sandstone, quarried in large blocks, made 32,395 cubic yards of embankment; the increase of bulk having been 9,770 yards, or 5-12 of the original quantity.

Cast iron is being largely employed in the American cities in place of stone and brick as a material for the better class of commercial buildings.

Eighteen cubic feet of ordinary brickwork weigh one ton.

Ordinary bricks will absorb about one-ninth of their weight of water.

Hand made bricks lose about one-third, and machine made bricks about one-sixth, of their weight in drying and burning.

Twenty three cubic feet of sand, or 18 of earth, or 17 of clay, make one ton. Eighteen cubic feet of gravel or earth before digging make 27 cubic feet when dug.—*Engineering*

Platte City and Des Moines Railroad.

A direct all rail line between Chicago and Leavenworth is projected. The object in view is the construction of a railroad from Leavenworth east to intersect the Hannibal and St. Joseph Railroad at Cameron, a distance of fifty miles. At present there is no direct railroad between Chicago and Leavenworth over which freight can be transported without breaking bulk. Freight shipped from one point to the other must go via St. Joseph and Weston, at each of which places transshipment is necessary, while between the latter town and Leavenworth it is conveyed by boats. The Platte City and Fort Des Moines Railroad Company is about to commence the construction of a railroad that will obviate these disadvantages and afford a direct and an unbroken line of rail between Leavenworth and Chicago. The distance from Cameron to St. Joseph is thirty-seven miles; from the latter city to Weston, thirty-five miles, and from that point to Leavenworth, seven miles, making a total of seventy nine miles over the present route from Cameron to Leavenworth. By the construction of the contemplated road twenty-nine miles of distance will be saved between Cameron and Leavenworth, besides making a direct all-rail line between Chicago and the commercial capital of Kansas. The Platte City and Des Moines Railroad will run through the counties of Platte, Clay and Clinton, Missouri. The City of Leavenworth has subscribed \$300,000, and Platte county \$200,000 to the enterprise, making \$500,000 in all. The bonds have already been placed in the hands of the company. Simultaneously with the building of the railroad a substantial bridge will be erected over the Missouri River at Leavenworth, so that the connections may be perfect.—*Railroad Journal*.

ATLANTIC AND GREAT WESTERN RAILROAD.—We are informed that by an order of the Supreme Court of Pennsylvania, made on Saturday last, Maj. Gen. Robert B. Potter was appointed Receiver of the Atlantic and Great Western Railway in Pennsylvania. The General, having been previously appointed Receiver by the courts of New York and Ohio, thus becomes Receiver of the whole line from the Erie Railway to Cleveland and Cincinnati. The Receiver is required to operate the lines; to give security in \$300,000 for the faithful performance of his duties; and out of the net earnings of the line, to first pay the interest upon the prior or divisional mortgages on the line, and then upon the consolidated mortgage.

La Crosse and Milwaukee Railroad.

The sale of the railroad formerly known as the Eastern Division of the La Crosse and Milwaukee R.R., which was sold at public auction at Milwaukee on the 2d of March, and bid off by the Milwaukee and St. Paul Railroad Company for the sum of \$100,926 24, was made subject to the following liens and incumbrances, amounting to \$2,893,105 22 and interest, to wit: A mortgage to Francis A. Palmer for \$950,000, with interest thereon at 8 per cent. per annum, since May 1, 1866; two mortgages to the city of Milwaukee for \$314,000, with interest thereon from the first day of September, 1866; a mortgage to Greene G. Bronson and James T. Soutter, for \$1,000,000, with interest thereon at 8 per cent. per annum, from March 1, 1866, and a judgment rendered in favor of Selah Chamberlain, in the District Court of the United States for the District of Wisconsin, on the second day of October, 1877, for \$629,105 22, and a certain lease given to said Chamberlain as security for the amount of said judgment.

Velocity per Hour.

The velocity of a sailing ship is from 8 to 14 miles an hour; of a steamboat 14 to 24; of a race horse, 29 to 30; of a bird, 50 to 60; of the clouds, in a violent hurricane, 80 to 100; of sound, 823; of a cannon ball, as found by experiment, 600 to 1,000; of the earth round the sun, 68,000, or more than a hundred times quicker than a cannon ball; of light, about 800,000,000 miles—passing from the sun to the earth, 95,000,000 miles in about eight minutes—or a million times swifter than a cannon ball; while the exceeding velocity of the thoughts of the human mind is beyond all possible estimate.

OREGON WOOLEN MILLS—There are six woolen mills in Oregon, and another soon to be built in Rogue River Valley. Those in operation consumed the past year in manufactures 1,015,000 pounds of wool. There are only two in California, and we are exporting wool. Why can't the Stockton people venture into the enterprise of manufacturing the wool which is now annually seeking another market from this region?—*Stockton Independent*

MONETARY AND COMMERCIAL.

The money market is reported to be close, both here and at the east, and although currency on collections appears to come in more freely, bankers are disposed to be sparing of their loans to customers, preferring to invest in government rather than in commercial paper. Rates of interest range from 10 to 12 per cent. for first class names.

The *Gazette* of Wednesday reports that, "Mr. A. Louis, an extensive liquor merchant of this city, failed to day, with liabilities estimated at \$500,000. The failure is a bad one, we understand. The Government seized the establishment on Monday, to secure \$40,000 due and unpaid, for taxes. Mr. Louis had one branch house at Nashville and two at Memphis, and as may be inferred, had an extensive business at the South. His house in this city was profitable last year, the net gain being \$50,000. This, and the bulk of the capital, seem to have been swallowed up at the South."

The market for exchange is firm, and quotations fully sustained. They are as follows:

	Buying.	Selling.
New York.....	par	1-10 prem
Philadelphia.....	par	1-10 prem
Boston.....	par	1 10 prem
Gold.....	134	134½
Silver.....	125@127	128

The New York gold market has been quite uniform, varying but little during the week; at the close, signs of weakness was more strongly marked. The daily fluctuations have been as follows:

	Opening.	Highest.	Lowest.	Closing.
March 28...	131½	134½	131½	134½
" 29...	134½	134½	134½	134½
" 30...	134	134½	133½	133½
April 1...	133½	134	133½	134
" 2...	134½	134½	134½	134½
" 3...	134½	134½	133½	133½

In general business, but little doing. Universal dullness is the prevailing complaint.—In flour and grain there is some little speculative feeling, causing an advance in prices of all grades.

Of the New York market the *Tribune* of Tuesday says:

Money continues in active demand at 7 per cent., and this rate is freely paid on Government stocks for large amounts. In commercial paper little doing, and full rates are paid. Best bills are quoted 7@7½, and second grade 8 and 10 per cent.

At the Board to day a resolution was passed providing for a continuous call of Government securities. This call is to be held in a separate room in the Stock Exchange building. A committee was appointed to set the new plan in operation with as little delay as possible. In regard to the terms of admission, it is proposed to apply the principle adopted in the Lower Hall, and to admit to dealings in this new Government room various responsible firms which are unconnected with the Stock Exchanges.

Of the stock market it says:

Government stocks are steady, and the dissatisfaction expressed by the London press to-day at the proposed new treaty with Russia is regarded in Wall street as of no consequence. The general share market is dull and the prices lower, under a continued demand for money. The "contest" in Michigan Southern appears to have ended, judging from the contesting stock certificates and in deliveries to-day. After the call the market was dull. Later in the day prices took another turn downward and are freely offered. The dullness of business with strictly commission houses is the subject of universal comment, and it is an unpleasant fact to brokers that clerk hire and office expenses are now paid from past profits. The closing rates were: Canton, 46@46½; Cumberland, 31@33½; Western Union, 41½@41½; Quicksilver, 33@33½; Mariposa, 8@9½; Mariposa Preferred, 22@23; Pacific Mail, 128½@129; Atlantic Mail, 85@85½; New York Central, 105½@105½; Erie, 57½@58; Hudson, 136@138½; Reading, 102½@102½; Michigan Southern, 72½@73; Illinois Central, 115½@116; Cleveland and Pittsburgh, 78½@78½; North Western, 35½@35½; North Western Preferred, 64½@64½; Rock Island, 91½@91½.

The Hudson River Railroad Company has declared a semi-annual dividend of 4 per cent.

WRIGHTSON & CO.,**Railroad Printers,**

167 Walnut Street,

CINCINNATI O.

HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing.

Bulletin Boards,**STRETCHERS,**

Illuminated and Plain Show Cards,

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

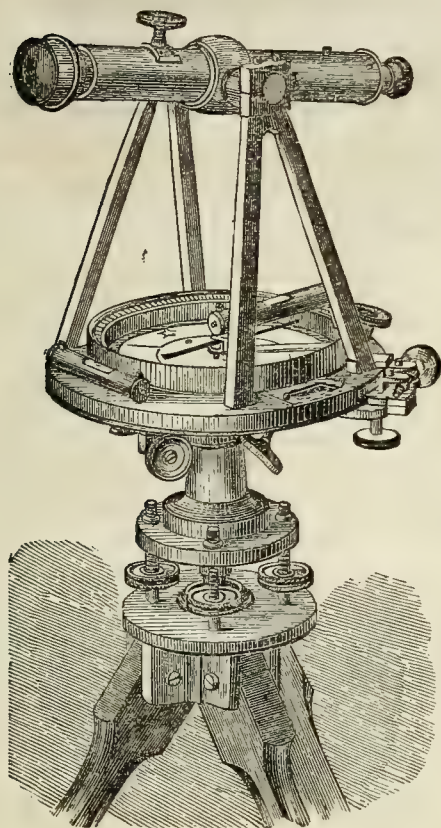
Way Bills,

Blank Books,

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Got out in first-class style, and at as low rates as an establishment in the country.

**ENGINEER'S
TRANSITS, LEVELS,
Leveling Rods, Chains, etc.**



T. F. RANDOLPH & BRO.
Manufacturers
67 West Sixth St.
CINCINNATI, O.

Jan 24 '67, 3mp

JOHN BLAKELEY,
DEALER IN

WOOL & COTTON WASTE,

FOR RAILROAD & STEAMBOAT USE,

STEAM PACKING, ETC.

No. 233 Church Street,

PHILADELPHIA

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

Productive Wells all

around them.

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. For Tickets over 2 3/4 inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	182	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,

Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St., Cincinnati, O.

G. W. FULTON,

Civil Engineer,

CONTRACTOR AND BUILDER OF

WIRE SUSPENSION BRIDGES

Covington, Ky.

REFER TO JNO. A. ROEBLING, Esq.,

Chief Engineer Cin. & Cov. and Niagara Susp. Bridges.

TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON, }

R. R. OFFICE, LOUISVILLE, }

December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st of January, 1867, for the Graduation and Maintenance of over seventy (70) miles (in mile sections) of the Cincinnati branch of this railroad. The work is of an unusually desirable character for good contractors; the line accessible by steam at an turnpike, and the country full of supplies. Profiles will be ready for examination on and after the 10th of January.

Payments for work done will be made monthly, in cash, and with the usual reservation.

References will be required from contractors not personally known, and the company reserve the right to reject any bid not deemed to their interest.

J. M. St. JOHN, Chief Engineer.

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST and CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1,	10 in. Diam.,	9 in. overall,	\$40 per set of 4 springs.
2,	10 " "	6 1/2 " "	35 " "
3,	8 " "	11 " "	36 " "
4,	8 " "	9 " "	35 " "
5,	7 1/2 " "	6 1/2 " "	30 " "
6,	10 " "	8 " "	40 " "
7,	7 1/2 " "	8 " "	35 " "

PHILIP S. JUSTICE, President

No. 14 N. Fifth St., Philadelphia.

ff St., New York

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H. & D.R.R. & M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C. & I. C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C. & I. J. R. R. College Cor., Ind.
J. M. LUNT, Sup't, C. & I. C. R. R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C. H. & D. R. R., Cincinnati,
J. H. WELLER, Ass't Sup't, D. & M. R. R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G. W. R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C. & I. J. R. R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., Indianapolis
[Aug. 2, 1866.]

THE

STEAM SYPHON PUMP

IS THE

Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

ocomotive can raise water, with its own steam, to fill
the tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

however steam power is used; as at Machine Shops
Shops, Elevators, &c,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circu and other information, address,

STEAM SYPHON COMPANY,

48 Day Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

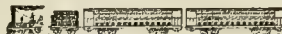
CINCINNATI.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

NOV. 19, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	M.	8:30 P. M.
DAYTON.....	1	11:00 "
URBANA.....	1	12:40 A. M.
GALLION.....		3:35 "
MANSFIELD.....	4:15 "	4:25 "
MEADVILLE.....	12:45 A. M.	1:15 P. M.
Arrives SALAMANCA.....	5:20 "	6:15 "
OLEAN.....	6:38 "	7:55 "
HORNELLSVILLE.....	8:47 "	0:30 "
CANNING.....	10:40 "	12:16 A. M.
ELMIRA.....	11:12 "	12:52 "
OWEGO.....	12:33 P. M.	2:18 "
BINGHAMPTON.....	1:18 "	3:07 "
PORT JERVIS.....	6:27 "	8:10 "
NEW YORK.....	10:30 "	12:30 P. M.
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts. Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

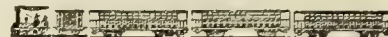
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:40 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburgh 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:30 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 6:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO

ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

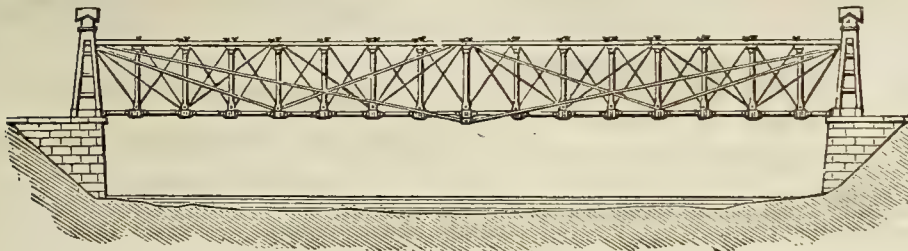
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts

The Old And Reliable Route.



Through to Pittsburgh without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburgh, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my11

Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent Sleeping Cars on night trains.

Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. my11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

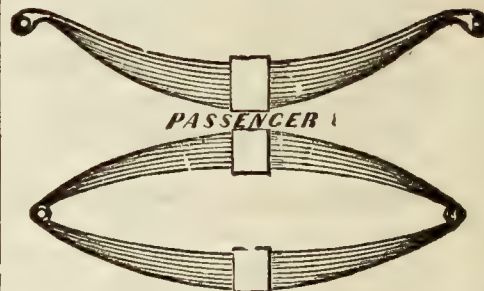
MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER

LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia: Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest. Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore and the Northern Cities gives the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Payton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit..	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

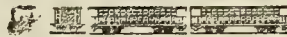
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

G. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago. Advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:39 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

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CORRUGATED IRON ROOFS

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CAR SPRING MANUFACTURER,

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JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

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COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

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PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—14 to 24 inches in diameter, and branches for same. &c., &c.
Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
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Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.
On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, APRIL 11, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
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" " per annum..... 80 00
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WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	7:00 A. M.	10:00 P. M.
Night Express.....	8:30 P. M.	8:30 A. M.

LITTLE MIAMI.

Morning Express.....	7:30 A. M.	7:55 P. M.
Milford Accommodation.....	8:25 A. M.	10:20 A. M.
Express Mail.....		6:25 A. M.
Columbus Accommodation.....	3:50 P. M.	
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Night Express.....		9:50 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenues.
Baltimore and Washington City
Express Mail..... 7:30 A. M. 5:00 P. M.
Baltimore and Washington City
Night Express..... 12:35 A. M. 5:50 A. M.
Marietta and Parkersburg Mail..... 7:30 A. M. 5:00 P. M.
Jackson and Portsmouth Mail..... 7:30 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation..... 3:55 P. M. 10:00 A. M.
Loveland Accommodation..... 5:45 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	10:00 P. M.
Toledo, Detroit and Canada.....	8:30 P. M.	7:10 A. M.
Richmond and Chicago.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago.....	5:00 P. M.	1:50 P. M.
Bellefontaine and Sandusky.....	7:00 A. M.	10:00 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Indianapolis & Cambridge City.....	7:15 A. M.	10:00 P. M.
Indianapolis & Cambridge City.....	3:00 P. M.	10:30 A. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:40 P. M.
Dayton Accommodation.....	5:30 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:15 A. M.	10:00 P. M.
Connersville, Cambridge City and Indianapolis Express.....	3:00 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	11:25 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	1:10 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:40 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO, AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:30 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Morning Express.....	6:00 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:30 A. M.	4:10 P. M.
Lightning Express.....	8:00 P. M.	5:45 A. M.

Supervision of the National Government over Railroads.

Sometime since, we said, there was a movement on foot to induce the General Government, to take a general supervision of railroads.—We did not mean, by that,—any such supervision, as would interfere with their rights and interests; but, rather in our opinion would give a stability and uniformity,—which, in the end would be useful and profitable. We have now *thirty-seven States*, (that is when ten broken ones are reconstructed)—and in each of these States there are railroads chartered by State authority. Some arrangements we know, the railroads have not been able to make uniformly, and in others much difficulty has been met with, on account of different jurisdictions. So also,—with uniform inspections, uniform police regulations, uniform connections and liabilities—Especially is the utility of this manifest in the case of connections. We have seen a case in which a railroad, interested in the same town, with two others, not a mile apart, and would not make a connection with the others, so that the poor passengers had of course to suffer. This is only one of a dozen ways, in which a superior authority is necessary. But the case of a uniform inspection of roads and cars is the main point, but we need not discuss the point at length; for, although such a measure is sure to come,—it will probably be only after some farther experience and debate, both by the companies and the public.

The Railway Times, speaking of the government says:

"It certainly exercised the power during the late war to control not only the railways, but the workshops, machine-shops, ship-yards and in fact every other business interest it required, to facilitate its military and naval operations. What other power it requires in time of peace, we fail to see, unless the power to compel railway companies to carry the mails on terms dictated by itself; and this power we think the general common sense of the country will object to. The government has no more right to require such service, *nolens volens*, at its own price, than it has to dictate the price which it will pay for any article used in the public service. It certainly has no right to seize or use any property belonging to a citizen, and fix its own price upon that property, in time of peace, and it can command no man's labor or service on these terms."

Certainly not, and we suppose no one has thought the government could interfere in that way. Our government is a just government, and railways are among the great and necessary utilities of the country; so, that we may be well assured the government will never legislate in any way to impair the utility or profit of railroads. But, a general inspection of structures, cars, connections, capacities, &c., &c., of railroads, by a competent authority and competent officers, would in our opinion, be quite as useful to the roads as to the public. Of the great necessity

for this *The Railway Times* gives such thinking examples, (referring to State Laws)—as to throw considerable light on the subject.

The Times says:—

"Strict State supervision, under competent professional officers, is sometimes demanded, say in cases where unsafe and insecure structures are used, endangering the safety of the traveling public. Such cases are not unfrequent, and we know of one case where, with a very considerable amount of traffic over the road upon inspection by an expert, the bridges were nearly all found to be unsafe, and to such a degree that the gentleman who made the examinations told us that he would not allow one of his family or friends to pass over the road. The reason given for such remarkable state of things was: want of funds. The real reason was, incompetent management, and the result of the inspection was, the removal of the manager. Railways that do not pay a return upon their securities are very liable to be neglected, though they are not always so. Now had there been a competent, impartial and straightforward public officer, whose duty it was to inspect and examine all such structures, and, when found unsafe, possessed of power enough to stop the running of the trains, these bridges would not have been allowed in the track for months, perhaps years before. Even new structures require supervision and inspection by professional experts, independent of the railway companies. It is not long since that a new bridge, built by an engineer of some reputation, broke down under a perfectly proper test, instituted by another engineer, who happening to view the structure, was painfully impressed with its lack of strength. Under ordinary circumstances the bridge would have remained in the line, until it broke down, killing, perhaps, scores of passengers. The accidental questioning of its strength, saved us from this calamity."

This then is exactly the state of things, which make a general inspection necessary. The State of Ohio, has just legislated on this subject, and while that is right and necessary for a State, it is obviously a necessity if not now, yet at some future time, for a great continent, whose government will shortly comprehend *forty States*! The power which the government exercised in war ceased with the war. It was a war power, but the power to regulate commerce is amply sufficient, and has been fully exercised in the case of steamboats. The first Steamboat began to run in 1807, and it was in 1853—forty-six years,—before the steamboat inspection laws were passed, and when they were passed, it was the result of a demand from steamboat men, as well as the public; and has proved very useful.

The Minneapolis, (Minn.) *Atlas* reports that the Minnesota Central Railroad Company are having 60,000 tamarack ties delivered at their depot grounds, to be used in laying the track of their road south of Owatonna.

The Michigan State Senate has passed a bill to authorize the Jackson, Lansing & Saginaw Railway Company to acquire rights of way in certain cases, and granting them right of way over unimproved lands belonging to State.

Pittsburg, Ft. Wayne & Chicago Railway.

The annual meeting of the stockholders of the Pittsburg, Fort Wayne & Chicago Railroad was held at Pittsburg on the 21st of March, at which the Report of the Directors for the past year was presented and read. The result of the years' business is shown to be as follows:

From passenger travel.....	\$2,441,895 70
" freight traffic.....	4,707,582 12
" transportation U. S. mail.....	93,900 00
" " of express matter.....	100,298 43
" Cleveland and Pittsburg R. R. Co. for joint use of track between Pittsburg and Rochester.....	85,000 00
" rent of build'g & grounds.....	2,869 00
" miscellaneous sources.....	35,672 31
	<u>\$7,467,217 56</u>

Expenses, viz.:

Maintenance of way, \$1,270,533 01	
" cars.....	552,910 50
" motive po'r 1,568,196 04	
Conducting transp. 1,280,472 24	
General expenses, includ'g all taxes.....	475,574 55
	<u>5,147,686 54</u>

Which leaves a balance of. \$2,319,531 02

To the credit of income account, out of the operations of the road for the year:

The last annual report exhibited a credit over all payments and liabilities on the first day of January, 1866, of.....	\$550,150 33
To this add as follows for the current year:	
Net income from the railway in 1866.....	2,319,531 02
Net income from lease of the New Castle and Beaver Val- ley Railroad in 1866.....	55,460 56
Amount received for sale of 6,251.56 shares of capital st'k.....	625,156 17
Total am't av'able for the year.....	<u>\$3,550,298 08</u>

Out of this sum the payments and liabilities for the year have been as follows:

Int. on mort. debt.....	\$870,361 93
Dividend of 10 per ct. on cap'l stock.....	984,300 00
Federal income tax on same.....	51,015 79
Expended for con- struction & equip- ment.....	1,116,975 70
Sinking fund.....	118,678 67
Amount paid Cleve- land and Pittsb'g R. R. Co. under contract for 1866, and balance due for 1864.....	209,084 06
	<u>3,350,380 15</u>

Total above all expenses and liabilities, January 1, 1867.... \$199,917 93

The following statement will show the principal operations of the Treasury, in its application of moneys, during the year:

Interest.....	870,361 93
Sinking fund.....	118,678 67
Divid'nds and income tax on same.....	1,035,315 79
Construction and equipment.....	1,116,975 70
Due Cleve'd and Pittsb'g R.R. Co.....	209,048 06

Reduction of indebtedness on account current operations of the road.....	280,388 98
Reduction of amount due other R. R. Cos.....	144,049 83
Reduction of miscellaneous li- abilities.....	49,434 08
Reduction of amount due J. F. D. Lanier, Trustee.....	27,092 34
Applied to minor objects.....	<u>9,399 78</u>
	<u>\$3,860,735 16</u>

The sources from whence means were derived to make above payments, were as follows:

Net income of the railway.....	\$2,319,531 02
Income from N.C. and B.V.R.R.....	55,460 56
Sale of capital stock.....	628,545 95
Reduction of supplies on hand.....	337,135 11
Reduction of amount due from other companies.....	30,994 11
Reduction of miscellaneous as- sets.....	147,985 12
Reduction of cash in treasury...	<u>341,083 26</u>
	<u>\$3,860,735 16</u>

The statement shows an improved condition of the treasury and accounts, as compared with last year.

Statement of net income, and the proper charges on the same:

Net income from Main Line....	\$2,319,531 02
And from opera'g N.C. & B.V.B.....	55,460 56
Total income from road,...	<u>\$2,374,991 58</u>
From which deduct—	
Int. on mort. debt.....	\$870,361 93
Sinking fund.....	118,678 67
Amount due C. & P. R. R. Co.....	209,048 06
	<u>1,198,088 66</u>

Balance for dividend account \$1,176,902 92

Which is equal to a dividend of 11½ per cent. with a surplus sufficient to pay the income tax on the same.

In the summary, showing the earnings and expenses for the year, of the transportation business of the railway, the first noticeable feature is a decline in the gross income of \$1,021,845, as compared with the previous year, of which decline \$31,485.76 was in the freight traffic department, and \$949,325.76 in the passenger department of the business.

A reference to the details of freight traffic will show that the falling off of receipts from that source for the first five months of the year, was \$348,362.37, while there was an actual increase in the last eight months of the year, of \$316,886.61, leaving a deficiency for the year, of \$31,485.76 as stated above.

The second noticeable feature is, that while the gross income fell over one million of dollars, the operating expenses were only diminished \$57,829.04, and this diminution in the operating expenses is even less than the reduction in taxes caused by abrogation of the 2½ per cent. federal tax on freight earnings, so that the expenses incurred in earning \$7,467,217.56, in the past year, were practically the same as the expense of earning \$8,489,062.56 in 1865.

While the earnings of the road for transporting freight, in the years 1865 and 1866, were very nearly equal, the quantity of freight transported, and the condition of movement varied materially in these years, as will be seen by the following comparison:

	1865.	1866.
Tonnage.....	832,615	1,025,778
Mileage, per ton.....	193,789,901	233,274,794
Average haul, per ton 233 miles.	227 miles.	
Mileage, l'ded fr't cars 24,284,877	28,543,369	
" empty " 8,695,113	8,286,126	
Av. load of car, westw'd, 7,111 tons.	7,244 tons	
" " eastw'd, 8,502 "	8,802 "	
" " both ways 7,980 "	8,173 "	

This shows an increase of the freight tonnage of the road 23.2 per cent. and what is still more gratifying, it is all from the increased local traffic of the road; and more for, as the foreign tonnage fell off 19,564 tons the local tonnage increased 212,727 tons, or nearly 60 per cent. This increase of the local tonnage, and decrease of the foreign, explains the reason of the shortened average haul, per ton, of the freight in 1866, as compared with 1865.

With a view of ascertaining the proper rates to charge for transportation, as a remuneration for service; and to ascertain the minimum which might prudently be submitted to in seeking freight under strong competition, the following table has been carefully made up from the statistics of the freight business of the company. It will be both interesting and instructive to all who seek to conduct railway business on correct principles and well-established data.

	1865.	1866.
Average cost, including dead weight of car, and of empty cars, per ton per mile, cents, 1.592	1.383	
Average cost of moving cars, loaded and empty, per ton per mile, cents.....	0.575	0.505
Average cost of moving freight, not including cost of moving car, per ton per mile, cents...	0.808	0.745
Average cost of hauling 10 tons of freight, weight of car not included, from Pittsburg to Chi- cago, 468 miles.....	\$33.69	\$32.95
Average cost transporting a car (8 tons weight) whole length of road.....	21.53	18.91
Average of transporting a car with load, (10 tons) whole length of road.....	55.22	51.86
Average of transporting a car a round trip, and only loaded one way.....	76.75	70.77
Actual cost of a car with 10 tons through freight, whole length of road.....	45.12	
Actual cost of car, round trip, but only loaded one way.....	61.57	

These last two results are deduced from the two previous ones, by deducting in each case, *thirteen per cent.* as being the difference between the cost of the *average* movement of the whole freight traffic, and of the cost of moving freight in full car loads and trains, between the terminal stations.

As the number of tons of freight moved in 1866 exceeded the number in 1865, by 23.3 per cent. and as the number of miles which said freight was moved exceeded the movement of 1865 by 20.4 per cent. and as the aggregate cost, in both instances, did not materially vary, it will be seen that there has been a great reduction in the working expenses per ton, on the tonnage movement. A close analysis of the accounts show that in 1866 the freight expenses were 73.75 per cent. of the gross freight earnings, and the expenses of the entire business of the road 68.6 per cent. of the whole earnings.

The revenue for transportation of passen-

gers fell off \$949,325.76 from the previous year. Of this diminished income, more than one-half, or \$480,000, were on account of military transportation: the whole income from this source for the year having been but \$66,000. About two-thirds of the diminished income from this source was on the through or foreign travel, and one-third from the local travel. Of the loss of foreign travel, nearly 52 per cent. was on the Eastern Division, and rather more than 48 per cent. on the Western Division. Of the loss in the local travel the result on the two divisions is very different from above. On the Eastern Division the loss was 27 per cent. of the whole, and on the Western Division 73 per cent. The only increase in the passenger travel was on the accommodation trains, on which the increase was 10 per cent., in number carried, 7 per cent. in mileage and $4\frac{1}{2}$ per cent. in revenue received. These results in the passenger business for the year do not vary, materially, it is believed, from those obtained by nearly all the leading railways of the country.

The earnings from transportation of express matter in 1865, were \$149,658 02
The earnings from same source in 1866, were..... 100,298 43

Loss.....\$49,459 59

Being a loss of about 33 per cent. The large express business of 1865 was exceptional, and caused by the inability of the lines occupied by the Adams Express Company to accommodate the large southwest business of that company during the closing period of the war; the overflow seeking the route *via* Crestline over the road of this company from Pittsburg.

The number of locomotives in the service of the company remains as at date of last report, being 189 in number. They are in good order, and by the officers of the road considered in better condition at the close than at the beginning of the year. The whole number of miles run by the engines was 4,945,413, being an average 26,166 miles per engine, and the amount earned by each engine (by average) was \$40,000.

The passenger equipment was not increased during the year. Out of the new passenger equipment put on to the road just at the close of the preceding year, \$18,675 of its cost came into the accounts of 1866. It consists of 93 first class coaches, 8 second class coaches, 18 emigrant, 22 baggage, 7 mail, 19 express, 1 pay car, 1 director's car.

The freight equipment has been increased during the year by building at the company's shops at Fort Wayne, 150 new box cars, and the whole of this class of equipment at the close of the year is as follows: 1,657 box cars, 442 stock cars, 776 flat cars, 93 caboose cars for freight and gravel trains, 8 wrecking cars, and 5 market cars, making a total of 2,381 of all classes, of which 90 per cent. are in good order, and the balance need rebuilding or extensive repairs.

The track has been kept in excellent order, throughout the year, and is now fully equal to that of the best roads of the West. Twenty-four per cent. of the main track has been relaid with re-rolled rails, during the year as follows:

	Eastern Division.	Western Division.	Total.
	Tons.	Tons.	
Re-rolled iron.....	3,462	6,346	9,808
Repaired rails.....	663	663	663
Tons.....	10,471		

Three-fourths of the entire main line, of 468 miles, has been relaid with new, re-rolled and repaired rails, in three years, (1864, 1865 and 1866), and paid for as repairs out of current earnings.

The renewals of cross ties has been even greater than that of iron, having been 27 per cent. of the number in the entire main track, of which number 90,451 was laid in the Eastern Division, and 191,870 in the Western Division. To supply the deficiency of gravel in the original construction of track, new gravel was put into the same, to the amount of \$50,000, and paid for as repairs, out of the current earnings.

The increased tonnage of the year has made necessary an increase of sidings, for the prompt passing of trains, and which have been made to the extent of 6.9 miles, so that the whole length of sidings is now 105 miles and 627 feet, or 22 miles of siding for each 100 miles of main track. In addition to this, there is 33 miles of double track, 26 miles from Pittsburg, west, to Rochester, and 7 miles from Chicago, east, to the crossing of the Rock Island Railroad.

The construction and equipment has been continued through the year, to a larger extent than was expected at the date of the last Annual Report. The urgent demands of the increased and increasing traffic of this line have been so pressing, that it seemed impossible to restrict the expenditure below the point reached without doing injustice to the business offering, and a damage to the property. The expenditure on account of construction and equipment, for year ending December 31st, 1866, was:

Eastern Division.....	\$580,926 80
Western Division.....	536,048 90
Total.....	\$1,116,975 70

The Cleveland, Zanesville and Cincinnati Railroad, (Hudson to Millersburg,) has been continued, under the superintendence of Col. Simon Perkins, who manages it with great economy, and acceptably to the patrons of the line. The accounts are kept distinct from those of this company, and the surplus earnings, after paying interest on the mortgage, have been devoted to purchasing the debt, which has thus been reduced to \$175,000, from the original amount of \$200,000.

The large bituminous coal fields, which reach within three or four miles of the present southern terminus of the road, at Millersburg, are now being opened, and coal mined for market. The survey extending the road four miles further south, to these mines has been completed, the right of way purchased and paid for, and an acceptable proposition from a good contractor has been made, to grade the line. It will require about four months after the work shall be commenced, to have the track ready for use.

The business of and from the New Castle and Beaver Valley R. R., (Homewood to New Castle,) has been very satisfactory for the year, and at the time of writing this report is very large. The delay in the completion of the road from Jamestown to Franklin, so as to give a more direct communication between Pittsburg and the Oil Regions; has deprived us of a source of business that was expected at the date of the last report. The track of this road is now down, and will be brought into use in a few weeks.

The gross earnings of the N. C. and B. V. R. R. for the year, was \$151,999 49.

This company's proportion, 60 per cent.....	\$91,200 06
From which deduct operating expenses.....	35,739 50

Profit in operating this 15 miles of road under the lease..... \$55,460 56

In operating the N. C. and B. V. R. R., this company furnishes all the equipment, and pays all the operating expense, including repairs. All new capital for extension of the property, to meet a growing business—such as double track, siding, station houses and grounds, water stations, &c., is to be furnished by the lessee. The only capital invested, then, by this company, is in the cost of the rolling stock necessary to operate the road, which is estimated to be about \$130,000. On this estimate, the profit derived by this company, from operating the road, was 42.66 per cent. the capital thus employed.

The Lawrence R. R. Co. has completed its road to a connection with the Cleveland and Mahoning road, two miles east of Youngstown, and passenger and freight trains are now running on regular schedule time, between Pittsburg and Youngstown. The station and track accommodations, in Youngstown, not being sufficient for both roads, further expenditures and additional time will be required before we shall be in a condition to accommodate the large business offering to this new line. The Lawrence R. R. Co. has the means provided to make these necessary improvements. An agreement between this company and the Atlantic and Great Western Railway Co., lessee of the Cleveland and Mahoning R. R., for an interchange of the local business of the roads respectively operated by them, and for forming a through line between Pittsburg and Cleveland, has been concluded, to go into operation as soon as the improvements in Youngstown above referred to, shall have been completed by the Lawrence R. R. Co. To the city of Pittsburg, and the citizens of the whole Mahoning Valley, and even beyond, the opening of this new line is of great importance, as it is also, to this company, whose road will, thereby, receive a largely increased business on the forty-eight miles owned and leased between Pittsburg and Mahoningtown. A lease of the Lawrence R. R. has not yet been agreed upon, but will soon be, upon the general terms of the lease of the New Castle and Beaver Valley R. R.

Under the modified contract for the division of joint earnings with the Cleveland and Pittsburg R. R. Co., there was paid that company, out of the earnings of this company, \$163,914 94 for the past year, and also an additional sum of \$45,133 42 on account of military earnings of 1864, not then adjusted. While the operation of this contract has been to take from the revenues of this company \$400,000 in four years, yet this inequality of the contract is greater in appearance than in reality. The effect of executing the contract in its letter and spirit was to withdraw from the Cleveland and Pittsburg R. R. some business, which it would, but for this contract have enjoyed; and this company has gained, as well as the Cleveland and Pittsburg Co., in avoiding undue competition; leaving business to take its natural channels, and saving the expenses incident to efforts to divert it into other routes. Thus far the amendments of Feb. 16, 1866, to the original agreements of Dec. 15, 1862, have proven to be salutary, and of a character to render the agreement more satisfactory and permanent.

The Grand Rapids and Indiana R. R. Co. having obtained from the State of Michigan

an extension of time in which to complete its road, and thus giving value to its large land grant of over a million acres of land, will no doubt be placed upon such a safe financial basis as to secure the early completion of its line from Fort Wayne to the Straits of Mackinaw, 350 miles in length. The completion of this road would very greatly enhance the value of your property by making tributary to it the business of an extensive portion of the best part of the State of Michigan.

The American Central Railway Co. did but little last year toward the building of that line of road, but within two months active operations have been commenced, and several thousand tons of rails are now on the way from Europe, to be laid in the track this summer. When completed, this road will give the shortest line from your road to Omaha, the eastern terminus of the Union Pacific R. R., with a single ownership, unembarrassed by the complication of leases or business contracts, and may thus be operated with the greatest efficiency.

The extension of the line of road across Iowa to the Missouri River at Council Bluffs, opposite Omaha, has just been accomplished, and will this spring be worked in connection with the Northwestern Railway Co. of Illinois, as a single line from Chicago to the Eastern terminus of the Union Pacific Railway, a length of 496 miles. The opening of this line cannot be regarded in any other light than that of a marked epoch in the history of the city of Chicago that must have great influence in assisting to make that city one of the largest inland on the continent. As your road is one of the great arteries of that city, its quickened life-blood must give new strength and growth to your interest.

As important as these and other connecting and auxiliary lines are to your road, its strength is inherent. Its largest business will ever be by its way-side, and fortunately for the owners, that fountain is not only inexhaustive but accumulative.

GENERAL ACCOUNT, December 31, 1866.

Cost of railway, equipment, structures, &c.....	\$24,253,746 81
Stock of supplies for current operations.....	631,918 82
Due from other companies.....	386,954 73
Miscellaneous assets.....	708,333 63
Sinking fund first and second mortgage bonds.....	275,910 03
Cash in hand.....	670,675 59
	\$26,927,539 61
Capital stock.....	\$9,940,987 95
Funded debt.....	12,568,500 00
Due to other companies.....	40,822 02
Miscellaneous liabilities.....	361,295 73
Due for current expenditures in December and prior.....	568,987 14
Due J. F. D. Lanier, Trustee.....	88,238 79
Balance to credit of income account.....	3,355,707 98
	\$26,927,539 61

The receipts of the Western Union Railroad Company for the week ending April 7,—

	1867.	1866.	Inc.	Dec.
Freight.....	\$1,122 83	\$2,305 00	\$1,817 83	.....
Passengers.....	3,432 00	3,148 02	283 98	.....
Express & Tel.....	330 00	250 00	80 00	.....
Mail.....	375 00	379 91	.....	\$4 91
Totals.....	\$5,259 83	\$6,082 93		

Receipts from January 1, to April 7,—

1866.....	\$126 490 72
1766.....	\$111,387 20
Decrease.....	\$15,103 52

The Chicago and Alton Railroad.

The Fourth Annual Report of the President and Directors to the stockholders of the Chicago and Alton Railroad, for 1866, has just been issued.

President Blackstone reports the aggregate earnings and expenses of the road for the year as follows:

EARNINGS.	
From passenger traffic.....	\$1,216,295 88
" freight traffic.....	2,309,498 59
" express companies.....	79,516 93
" transport'n of U.S. mails,	35,475 00
" miscellaneous sources.....	24,366 46
	\$3,695,152 86
EXPENSES.	
For conducting transportation....	\$429,187 92
" motive power.....	626,938 12
" maintenance of way.....	697,983 58
" maintenance of cars.....	232,265 78
" taxes.....	140,727 30
" general expenses.....	83,433 53
	\$2,210,536 23
Balance, net earnings.....	\$1,484,616 63

The balance to the credit of the income account on the 1st of January, 1867, was \$1,291,397 87, which, increased by the net earnings of 1866, gives a total of \$2,776,014 50. The disbursements from this fund during the year, for interest on bonds, dividends, Government tax, etc., have amounted to \$1,278,059 38, leaving a balance of \$1,497,955 12, represented in cash, materials for repairs, supplies, and other cash assets. During the year important improvements have been made in the condition of the road and its equipments, amounting, in the aggregate, to 59 8-10 per cent. of the gross earnings.

The amount of gross earnings is less than those of the preceding year by \$114,938 96, or 3 1/2 per cent. This is attributed to the reduction in passenger traffic; the earnings from that source being less than in 1865, by \$357,892 13, or 22 3-10 per cent.

We quote from the report:

"The aggregate tonnage of freight transported shows an increase of nearly 25 per cent.; but the increase in the amount of earnings from that source is only equal to about 7 1/2 per cent. This difference between the ratio of increased traffic and cash receipts is due mainly to a reduction of rates, and the development of our coal traffic, which has increased largely during the year, and is likely to increase rapidly, until it becomes a very important source of revenue; but, in proportion to tonnage, it does not command rates of freight corresponding with many other articles transported."

The additions to rolling stock, depot buildings and grounds, side tracks, etc., have cost \$339,217 82. The repairs include six bridges rebuilt, six new station houses (including the freight depot at Chicago), 61 1/2 miles of track relaid with new and re-rolled rails, and 49 miles with repaired rails, making 40 per cent. of the track of the entire line. Two hundred and eighty-seven cars have been constructed in the shops of the company, and the whole number of cars owned at the end of the year was 1,359, including 37 passenger cars, 15 baggage and express cars, and 1,305 freight cars of all descriptions, besides 67 locomotives. The St. Louis, Jacksonville and Chicago railroad has been in operation from Petersburg to a point on the Chicago and Alton road within 30 miles of St. Louis, but the principal advantage to the latter will be

derived from the completion of the former, to some point in the vicinity or north of Bloomington, causing a large increase of traffic on the northern end of the line.

Superintendent Hale says:

"The expense of operating has somewhat increased over the preceding year, but is mainly due the efficient condition in which the property in each department has been kept up, fully covering depreciation; and in some departments the condition of the property has been greatly improved and increased in value.

"The per cent. of earnings used in operating expenses, being a fraction less than 60 per cent., is as favorable as could be expected, and more so than upon many of the most favored and best managed American roads.

"The number of miles run by locomotives for the year has been as follows:

On passenger trains.....	445,612
" freight.....	831,985
" wood.....	30,048
" construction.....	110,524
" switching.....	215,946

Total miles run.....1,634,115

The heaviest receipts for freight were in the month of August, amounting to \$271,242 99, and the lowest in January, when the amount was \$125,082 94. The heaviest receipts from passenger fares were in October, the amount being \$119,614 77, and the lowest in February, being \$82,170 78.

Appended to the report are tables showing the movement of passengers and freight from the termini and way-stations. The largest receipts for passenger fares at a way-station were at Springfield, and the next largest at Bloomington. The largest receipts at a way-station on account of freight were at Bloomington, and the next largest at Springfield.

Though the transportation of freight and travel has been interrupted for the past few weeks on this road, by the loss of the bridge over the Kankakee at Wilmington, it is now in better condition than ever before, and is being managed with efficiency and success.

The following is a list of the Directors, with the date of their terms of service expire, viz.:

First Monday in April, 1867—John Crerar, Chicago, Ill.; Geo. T. Olyphant, New York; John J. Mitchell, Alton, Ill.

First Monday in April, 1868—T. B. Blackstone, Chicago, Ill.; A. Havemeyer, New York; John B. Drake, Chicago, Ill.

First Monday in April, 1869—Wm. F. Weld, Boston, Mass.; John A. Stewart, New York; Peyton R. Chandler, Chicago, Ill.

Officers—T. B. Blackstone, President; W. M. Larrabee, Secretary and Treasurer; Robert Hale, General Superintendent.

The trial of the new railroad constructor, on the Central Pacific, in California, has proved a complete success. The machine levels the track, lays the ties, deposits the rails, and nails them in their places. It is estimated that with a complement of twenty men it will do as much work in a day as two hundred men without the aid of the constructor.

At a special election held at Hannibal, the 26th ult., to determine whether or not the city should subscribe \$200,000 to aid in building the Hannibal & Moberly Railroad, the vote stood 455 for and 15 against the proposition. The sum of \$100,000 had been previously subscribed, and \$400,000 is expected from the counties of Rolla and Monroe.

Pacific Railroad Surveys.

We have received, says the *Railroad Journal*, from Hon. Jesse L. Williams, Government Director of the Union Pacific Railroad, an official copy of his report on the surveys over the Rocky Mountains—showing the advantages and disadvantages of the different routes—supplied, with the consent of the Secretary of the Interior, in advance of its publication by the Department. As these engineering facts respecting this hitherto unexplored region are of interest to railroad men, and especially to engineers, we have concluded to publish it entire. Mr. Williams says:

The preliminary surveys across the first range of the Rocky Mountains being nearly completed the Government Directors deemed it important that one of their number should personally examine such of the lines as appeared most feasible. Accordingly, at the request of my colleagues, and by invitation of Colonel S. Seymour, the Consulting Engineer of the company, I accompanied him to the mountains in September last.

At Omaha we were joined by General G. M. Dodge, Chief Engineer, and in passing over the several routes, were further aided by explanations, on the ground, by the Division Engineer, under whose immediate direction the survey had in each case been made, with the advantage also of the maps and profiles. Under the requisitions of the thirteenth section of the act of Congress, approved July 2, 1864, I respectfully submit, for the information of the Secretary of the Interior, the following general results, premising that this report has been submitted to my colleagues and sanctioned by them:

This first mountain barrier, as it stretches north and south across the general course of the road, between the 105th and 106th meridian of longitude, may be described as extending from the canon of the South Platte, near the latitude of Pike's Peak, to the North Platte, a distance of near three hundred miles. Its more southerly and higher portion, called the Snowy Range or Rocky Mountains proper, forms part of the great divide of the Continent, separating the waters of the Platte from those flowing into the Colorado of the West. The northern section of this mountain barrier, being a part of the subordinate range known as the Black Hills, and only dividing the drainage of the two forks of the Platte, is, nevertheless, as to direction, the continuation of the main Rocky Mountain range northward, possessing the same mountain characteristics, though having less altitude and gentler slopes. The Cachesla Poudre River, the largest tributary of the South Platte, taking its rise in its most southerly branch, near the heights of Long's Peak, marks the point of division of the range into the two sections here described. The watershed of the Continent diverges here to the northwest forming first the southwestern boundary of the North Park, and thence continuing northwest, sinks into the depression known as Bridger's Pass, where it is 7,534 feet above the bed of the sea, and 3,892 feet lower than at Berthoud Pass in the snowy range west of Denver.

Up to the eastern base of this north and south mountain range, the broad and generally smooth plain of the Platte Valley opens favorable approaches, through its several tributaries, to any mountain crossing that may be selected. The point of crossing the mountain is, therefore, the first problem to be solved.

In the wide range of these surveys, continued now through three years, ten distinct points of crossing have been examined. They have been run with level and transit, in all cases affording reasonable hope of practicability; or, where less promising, they have been explored with care, availing, in such cases, of barometrical observations. The passes thus examined include, as I understand, all that have been suggested by mountaineers or others familiar with the country as possibly feasible. Enumerating from south to north, they may be briefly described as follows:

ROUTE NO. 1, OVER HOOSIER PASS AT HEAD OF THE SOUTH PLATTE.

Mr. F. M. Case, civil engineer, reports to the Vice President, Dec. 15, 1864, that he made a survey of the governing sections of this route and submits profiles, first, of the mountain range at Hoosier Pass; secondly, of a line eighteen miles northwestward down Blue River, a tributary of the Colorado; and, thirdly, of a line run forty-eight miles southward from the pass, down the upper portion of the South Platte, through the South Park to the head of the Platte Canon. From the head of this canon, as he reports, the line would follow the river northwestward some forty miles through the mountains to the plains with, as estimated, an average descent of seventy feet per mile. Of this distance the engineer estimates that twenty miles would be close canon, both walls being washed by the stream, and the direction so circuitous as to require considerable tunnelling. His estimate of the height of this pass above the sea, from barometrical observations in the vicinity, is 11,500 feet. A tunnel two and a half miles through granite is required; grade line of tunnel upon the assumed level, 10,660 feet above the sea. The general alignment of this route is so unfavorable, considering Salt Lake as the point aimed at, as, in the judgment of the engineer, to render a more extended survey needless—145 miles of road being required between Denver and the mouth of the Blue River, only seventy-six miles west of the meridian of the former place.

ROUTE NO. 2, OVER TARRYALL PASS.

This route, it seems, did not so commend itself to the engineer as to require a survey. He estimates the pass to have about the same altitude as Hoosier Pass—11,500 feet above the sea. The approach to it from the plains on the east would be, first, through the canon of the South Platte for some twenty-five miles, and thence up Tarryall Creek, a branch of the Platte, to its source in the range a few miles northeast of Hoosier Pass. From the west the approach would be from the valley of the Blue River, above Breckinridge, through the Indiana Gulch. While the engineer does not assume to speak of this route advisedly he thinks the summit could not be reached from the east without exceeding the maximum grade of 116 feet per mile, and that the descent of the gulch on the west 150 to 200 feet per mile. Having made no definite survey he does not give the length of the tunnel.

ROUTE NO. 3, THROUGH THE NORTH FORK OF SOUTH PLATTE.

As in the case last described Mr. Case deemed a critical survey of this route unnecessary. He says in his report that it would enter the mountains at the mouth of the South Platte Canon, being thus coincident with the last two named lines for ten miles, and thence up the north fork of the Platte thirty-five miles, crossing the range still further north

than the route last described, and connecting on the west with one of the head branches of Snake River, an affluent of Blue River. This pass was represented to the engineer, by a reliable explorer, as being a little below the line of Arboreseena or "Timber line," and was assumed as about 11,500 feet above the sea. Upon this hypothesis, and with the aid of barometrical observations in the vicinity, the engineer estimates that on the eastern approach to the summit, some 2,300 feet elevation must be overcome in twelve or fifteen miles, and on the western approach 2,700 in twenty miles. How far this could be alleviated by a tunnel and what would be the length of the tunnel is not stated. The entire route from the plains on the east to the valley of the Blue River on the west, is reported as running through a narrow mountain valley, in many places tortuous.

It will be noticed that the two routes last described, entering the mountain as they do, far to the south, through the canon of the South Platte, are, like route No. 1, forced out of the proper direction.

ROUTE NO. 4, OVER BERTHOUD PASS.

From the beginning of these investigations this route has attracted much interest, as well from the general belief of mountaineers, that it was the most favorable pass through the Snowy Range, as from its locality, being in the direct course from Denver to Salt Lake City, the two chief points on the route, both of which it seemed desirable to pass. In the summer of 1862, prior to the first meeting of the corporators of the Union Pacific Railroad for the purpose of organization, Mr. F. M. Case, at the instance, and, I believe, at the expense of the friends of the work in Colorado, made what he called an instrumental reconnaissance of the route. His report, addressed to Hon. John Evans, then Governor of Colorado Territory, was embodied in his subsequent official report of December 15, 1864. Subsequently, in 1866, by direction of this Board, a second and more careful survey of this route was made by Mr. P. T. Brown one of their engineers. In the general topographical facts, the two surveys agree. I passed over this line as far as the summit of the range accompanied by Colonel Seymour and Mr. Brown.

The line from the South Platte at Denver to the summit of Berthoud Pass is sixty miles in length. The survey was extended west into the Middle Park, seventy-eight miles from Denver, in the direction of Salt Lake. For general description it naturally divides as follows:

1. Denver to Golden City, fourteen and a half miles. This is over a rolling and rapidly rising plain, falling into Clear Creek Valley, six miles east of the mountain, and meeting the foot of the range twelve miles from Denver. Ruling grade, 116 feet per mile, of which there is about three miles. Construction not very expensive.

2. Golden City to upper end of Clear Creek Canon 15½ miles. Golden City is at the transition point from the sedimentary to the granite formation. Here the line enters Clear Creek Canon, which extends 15½ miles, rising in this distance 1,544 feet. Through a portion of the Canon the valley rises faster than the maximum grade, but with careful location and heavy cost, Mr. Brown thinks the grade need not exceed 116 feet per mile at any point. Two-thirds of the distance will be curved, much of it sharp. The greater part of the distance may be called close canon, and a part narrow open canon, with abrupt slopes.

3. From head of canon to east end of Berthoud Tunnel, 28½ miles, the line follows the narrow mountain valley of Clear Creek, through the midst of the gold mining developments, passing many quartz mills. Ruling grade, 116 feet per mile of which there will be about 13 miles. For seven or eight miles of the upper portion the fall of the valley greatly exceeds the maximum grade, reaching in places over 300 feet per mile. Using the maximum grade of 116 feet per mile from the tunnel eastward the line is necessarily thrown on the steep, rocky, and in places, precipitous mountain sides, at an elevation of 100 to 400 feet above the creek involving, of course, very heavy cost. In the whole distance from the base of the mountain to the tunnel, Clear Creek, as Mr. Brown supposes, would be bridged perhaps twenty times, with probably two or three miles of tunnelling through sharp points. To give greater length of line, for the purpose of reducing the grade to the maximum prescribed by law, the surveyed route, in ascending, turns up South Clear Creek for two and one-half miles, thence by a short tunnel through a ridge into Baird's Creek Valley, which it follows down, reaching the main valley at Empire City.

4. Berthoud Tunnel would be 3 1-10 miles long, and pierces the mountain 1,364 feet below the summit of the pass. The material to be excavated, the common granite of the mountain. Grade line of tunnel at highest point, 10,000 feet, and summit of pass, 11,426 feet above the sea.

5. West end of tunnel to end of survey, 16½ miles. Descending westward, the slope of the mountain is followed for some distance until the valley of Moses' Creek is reached, which is a tributary of the Colorado, and thence with this valley to the Middle Park. Ruling grade, 116 feet per mile for first 11½ miles. I did not pass over this portion of the route.

ROUTE NO. 5, OVER BOULDER PASS.

While standing on the mountain peaks near Berthoud Pass, on the 18th of September, in the clear mountain atmosphere, I had a full view of the Boulder Pass, twelve miles further north. From its apparent height above the growth of timber, and from barometrical observations before reported, I was fully convinced of its impracticability; yet, in deference to the views of gentlemen having mining interests on the Boulder, I fully intended visiting that pass. But a fall of eight inches of snow on the 19th, on the eastern slope, which I learned was two feet deep at the western base of the range, defeated this purpose. A few weeks later Mr. Brown made a survey of the Boulder Route. The Chief Engineer reports the results as follows: First, that the pass is 11,700 feet above the sea; second, a tunnel of six miles required; third, the approach is through either South Boulder or Middle Boulder Creek, on either of which the ascent is too rapid for the maximum grade; and fourth, that on either of these streams expensive cañons are encountered.

ROUTE NO. 6, UP THE CACHE-LA-POUDRE AND DALE CREEK AND OVER ANTELOPE PASS.

During the last week in September I made a reconnaissance on horseback over this route, from the eastern base of the mountain, at Laporte, to the western base in the Laramie plains, at the common point of junction with the Lodge Pole and Crow Creek route, in company with the Chief Engineer, the Consulting Engineer, and Mr. James A. Evans,

Division Engineer, whose three year's services in directing these experimental surveys has made him familiar with the topography of this range.

Antelope Pass is a depression in the ridge separating the waters flowing into the Laramie River on the west, and those of Dale Creek, a tributary of the South Platte. Dale Creek, taking its rise near Cheyenna Pass, runs in its upper section on the western slope of the range, cutting the main range of the Black Hills in its southeasterly course, and joins the Cache-la-Poudre River some three miles above the eastern base of the mountain. Through the Dale Creek Valley a favorable route is found from the Cache-la-Poudre, near Laporte, to Laramie Plains, in a northwestern direction, finding its summit not in the main Black Hill Range, but in the subordinate divide between Dale Creek and Laramie River. This ridge or divide is crossed at Antelope Pass, which has 195 feet less elevation than the main range at Evans' Pass, in the direction of Crow Creek and the Lodge Pole.

The opening thus cut through the mountain range by Dale Creek, and which has heretofore been used as the Overland Stage Route, the railroad survey now occupies. The main features of this line are these: Total length of mountain section, from eastern to western base, 39½ miles, of which 33 miles in the ascent of the eastern slope, and 6½ miles on the western slope. The western slope, and also the first 7½ miles of the eastern ascent from the Plains, following up Pitchfork Creek, is chiefly in the secondary formation, and presents a comparatively favorable profile. On these two sections the line may be located, with a maximum grade of from 85 to 90 feet, without expensive work. The intermediate section of 25 miles, all in the Valley of Dale Creek, and in the granite formation, presents some expensive grading, especially near the crossing of Dale Creek, and also near the anon of Stonewall Creek, where the line of transition between the stratified and granite formations is crossed. Three bridges of some magnitude are required on this division, the chief of which is over Dale Creek, near four hundred feet long. The deepest part of the narrow chasm here to be bridged is 108 feet below grade line. As the line now runs the maximum grade occurs frequently, with occasional undulations by which ascent is lost. With the time and care needful on a final location, the ruling grade may be reduced below the limit allowed by law, and probably to 105 or 110 feet per mile, and the undulations chiefly, if not altogether avoided. The grade line at Antelope Pass, without a tunnel, and with a cut of moderate depth, is 8,015 feet above the sea.

The approach to this passage of the Black Hills is up the Valley of the South Platte to the mouth of the Cache-la-Poudre River, and thence up that valley to Pitchfork Creek, some eight miles below Laporte, which latter tributary is followed to the entrance of the Black Hills. The whole route east of the mountain is of the most favorable character, permitting a grade uniformly ascending with the rise of the valley.

ROUTE NO. 7, FOLLOWING THE DIVIDE BETWEEN CROW CREEK AND LONE TREE CREEK TO EVANS' PASS.

Returning eastward from Fort John Buford, (now Fort Sanders,) on the Laramie River, to which point our party had extended their reconnaissance, in part to obtain a military escort, which General Dodge deemed a pru-

dent precaution against Indian depredations on the Lodge Pole, we crossed the Black Hills by the new Lone Tree and Crow Creek divide route, which we followed to a point near the traveled road from Denver to Fort Laramie, and thence to Laporte, along or near the eastern base of the range.

As the route last described finds an easy ascent of the mountain, through the valley of Dale Creek, so this route, by following the smooth and gently ascending ridge dividing the drainage into Crow Creek on the north, and Lone Tree Creek on the south, which ridge extends far out into the plains, occupies a favorable locality for crossing the Black Hills, more exempt from obstructions by snow drift than ordinary line. The ridge can be approached from the valley of Crow Creek through a small east and west tributary rising at the rate of from thirty to sixty feet per mile. Reaching the divide seven miles east of what appears to be the general course of the base of the range, the line pursues it for twenty miles to the summit of the Black Hills at Evans' Pass. For the first seven miles this divide presents a smooth profile. Entering a little west of this granite formation, the next five miles present a rough profile, on which the work will be heavy and the material in great part rock. The next eight miles to the Pass are generally on the summit, or on the adjoining slopes of the divide, with a favorable profile and alignment, and comparatively light work. Where excavation is required to any considerable depth on any part of the mountain, it will be rock. The experimental line up this eastern slope of the mountain is laid with a ruling gradient of 106 feet per mile. But the Chief Engineer is confident that this can be reduced, on the final location, to the maximum of 90 feet per mile, which is less than the grade of the Pennsylvania Central road, in the ascent from Altoona to the tunnel, with curvature very much easier than is there introduced.

The summit of the mountain presents here a broad and gently rounded surface, admitting of no reduction by any judicious tunnelling. With an open cut of moderate depth through rock, the grade line is 8,242 feet above the sea.

Descending westward the prospect is less favorable. Dale Creek, heading a few miles north, near Cheyenna Pass, has worn a valley in the western slope, which can be crossed only by an embankment and bridge of considerable height. And, after reaching the secondary summit between this creek and the Laramie Plains, the descent thence to the common point of junction with the line over Antelope Pass at western base of mountain, is here more abrupt than on that route. A careful re-survey of this western slope, 10½ miles distance, is proposed by the Chief Engineer, under the belief that he can, within reasonable limits of cost, establish a ruling grade not exceeding ninety feet per mile, as on the eastern slope, and at the same time, avoid any depression of grade in the intermediate valley below the summit west of Dale Creek. So important is it that in these mountain ascents, elevation once attained, be not lost by injudicious undulations, that I have not failed, as a member of the Committee on Location, to urge this view.

To reach this crossing of the Black Hills, the line would leave the South Platte at Julesburg, following up the valley of Lodge Pole Creek, 106 miles, and thence bearing a little southward, through a southwestern tributary, cross the divide to Crow Creek Valley.

ROUTE NO. 8, VIA LODGE POLE, CAMP WALBACH AND CROW CREEK.

This route, like the Cheyenne Pass line, finds its approach to the Black Hills through the Lodge Pole Valley to Camp Walbach, at the base of the range, and its route thence up the mountain slope is coincident with the Cheyenne Pass line to the crossing of Lodge Pole Creek. Thence diverging to the south, it pursues generally the divide between the drainage to Lodge Pole on the north, and Crow Creek on the south. It crosses the summit of the range at Evans' Pass, there intersecting Route No. 7, and having, of course, the same gradient, to wit, 8,242 feet above the sea. But before reaching this pass, in traversing the uneven surface on the mountain tributaries of Crow Creek, this line encounters a higher country, over which the gradient reaches the height of 8,406 feet above the sea. The descent of the western slope is coincident with Route No. 7.

Previous to the surveys of 1866 this was considered the shortest practicable route over the Black Hills, and it is the route compared with the Cache-la-Poudre line in the report which I had the honor to make to the Department, dated 28th February last. But the investigations of the last season, under the direction of General Dodge, Chief Engineer, whose knowledge of this region, acquired during his command of this Military Department, has been of great service to the company, have resulted in the discovery of Route No. 7, which by leaving the Lodge Pole far out in the plains, finds a more direct alignment, and in all respects a better line.

ROUTE, NO. 9, VIA LODGE POLE CREEK AND CHEYENNE PASS.

The Cheyenne Pass over the Black Hills, in connection with the Lodge Pole Valley as its eastern approach, has long been a thorough fare for travel, and was thus from the beginning brought prominently to the notice of those seeking a route for the Pacific Railroad. In the fall of 1863 a line of levels was run over this pass by Mr. B. B. Brayton, Engineer. Again, in the summer of 1864, a more careful survey was made by Mr. James A. Evans. The general result of Mr. Evans' survey are: First, that the summit of the pass is 8,656 feet above the sea; second, that a tunnel, 1,509 feet long, through granite, on a grade line 8,540 feet above the sea, would be required; third, that this tunnel could be reached from the east by way of Camp Walbach, with a maximum grade probably not exceeding 116 feet per mile; and, fourth, that on the western slope of the mountain the ruling grade could not be reduced below 132 feet per mile, unless by the objectionable expedient of increasing the length of the line by switching back.

ROUTE NO. 10, THROUGH LARAMIE CANON.

Knowing that this stream had cut its channel deep through the Black Hill Range, thus presenting by its immediate valley a more uniform ascent, and a total rise and fall between the Platte Valley and the Laramie Plains, materially less than by other routes crossing over the range, and further, that this route would occupy a good general direction, the character of its great canon has been an object of interest from the first. In 1864 Mr. Evans commenced the examination, but accomplished it only on the lower portion. In 1865 Mr. Case explored without instruments the upper portion. But, until Mr. Evans, in his second attempt, in 1866, succeeded in running a line entirely through this canon, it

is not probable that any human being, savage or civilized, ever passed through the whole length of this deep and rugged gorge. Its direct length is 14 miles; its length by the survey, 25 miles; its course in many places very tortuous, and its vertical walls of rock from 500 to 1,000 feet in height. The fall of the stream in places is from 150 to 200 feet per mile, and its current, of course, extremely rapid. The Chief Engineer reports it as wholly impracticable for railway purposes.

The route up the North Platte and through the South Pass has been followed by the travel from the earliest beginning of emigration across the Continent. The North Platte, like the Laramie, but with a still larger flood, has worn its channel through the range, presenting, unquestionably, if it could be followed, an easier and more uniform grade from the plains to the divide of the Continent at the South Pass than any other route. Its greater length, however, caused by its northern circuit, its wider divergence from the important mining resources of Colorado, in which the nation has an interest, with the apprehension of deeper snows in the region drained by the Sweet Water, precipitated there through the directing influence of the Wine River mountain range, seem to have outweighed, in the judgment of the company and their engineers, any supposed advantage in grades. The survey of this route, though commenced in 1865, near Fort Bridger, and extended eastward through the South Pass and a short distance down the Sweet Water, by Mr. S. B. Reed, one of the company's engineers, was not continued through the Black Hills. The engineers from their reconnaissance and information from others, report narrow defiles and canons where the North Fork cuts the mountain range, so formidable as probably to force the line out of the valley and over mountain spurs. But the length of this difficult construction, as also the exact comparative length of the North Platte route, is unknown. The water shed at the South Pass is 7,470 feet above the sea. It is sixty-four feet lower than the same dividing ridge of the Continent at Bridger's Pass, one hundred miles to the southeast, and 4,000 feet lower than the Berthoud Pass, west of Denver.

COMPARISON OF ROUTES.

Grouping the ten routes thus briefly described into two classes, five of them cross the Snowy range, and five the Black Hill range.

Of those in the Snowy range, examinations indicate the Berthoud Pass, designated No. 4, as having most of the elements of a feasible line.

Contrasting the Berthoud Pass line with either of the two available lines over the Black Hills, the Lone Tree and Crow Creek line, over Evans' Pass, designated as Route No. 7, or the Cache-la-Poudre line No. 6, the comparison is greatly against the Berthoud, as follows:

8. At Berthoud Pass the gradient is 11,100 feet above the sea; at Evans' Pass, 8,242 feet.* Difference in the elevation to be overcome with the commerce of the country 1,858 feet.

*A better comparative view of these mountain altitudes will be obtained by stating here the height of other well known points on the Continent above the sea as follows: Lake Michigan, 578 feet; the Mississippi, at St. Louis, (high water), 452 feet; the Missouri, at Omaha, 958 feet; South Platte at Denver, 5,300 feet; general level of the Plains at eastern base of Rocky Mountains, about 5,000 feet; Salt Lake City, 4,286 feet. The grade line of the Central Pacific Railroad on the summit of Nevada range, in California, is 7,042 feet, and that of the Pennsylvania Railroad on the summit of the Allegheny Mountains, 2,160 feet, above the sea level.

2. Tunnel at Berthoud Pass, three and one-tenth miles long. As the summit of the pass is 1,300 feet above the level of the tunnel, the material excavated would be chiefly passed out at the ends. Under these circumstances not less than three or four years, certainly would be required for its construction, within which time, it is confidently believed, the track layers from Omaha, by a more favorable route, may meet those from Sacramento on the plains of the Humboldt River. No estimate has been made of its cost. Unquestionably the outlay of capital would be greater than is warranted at a single point, be it from national or individual means, when the same capital and labor would stretch on the road so far toward the Pacific, over the cheaper routes that offer. At either of the two Black Hill Passes no tunnelling is required.

3. Besides Berthoud Tunnel there would be fifteen miles in the Clear Creek Canon, and ten miles in the upper section of Clear Creek which would cost, perhaps, beyond all precedent in this country. Contrasting the aggregate of this tunnel and this twenty-five miles with same length of mountain work, on the Lone Tree and Crow Creek divide route over the Black Hills, and the difference would grade 101, perhaps 150 miles of average line between the Black Hills and Salt Lake.

This comparison, thus stated, in very general terms, is confined to the first mountain range, if beyond that the extension of the two routes to Salt Lake were alike feasible. Such, however seems not to be the case.

In June, 1865, Mr. Reed, under instructions from T. C. Durant, Esq., Vice-President, and with a view to a line across the intermediate Green River Basin, made an extended reconnaissance of the country east of Utah Lake, to find, if possible a practicable route over the Wahsatch Mountains to Green River via Spanish Fork and the Uintah River. His report, dated April, 1866, represents that there is no route practicable for a railway from Utah Lake eastward to Green River, through the Uintah Valley. We have seen that the eastern rim of the Green River basin cannot be crossed without an expense and delay quite too great. And if the Snowy Range could be crossed, the Chief Engineer expresses the belief that two subordinate north and south ranges would interpose further west.

The basin of the Green River, and especially its main valley, the White River, running from east to west, near the 40th parallel, has been represented as much more favorable to agriculture, with better supply of timber, than the country along the Bridger Pass route. Having less altitude by some two thousand feet, and lying two degrees further south, this claim is no doubt just, and it is to be regretted that access for the railroad seems forbidden by the great height of the mountains forming its eastern and western boundaries.

But were this route practicable, yet in the aspect of gradients, it would be less favorable than the Bridger Pass route, the mountain ranges being higher, and the intermediate valley lower. Green River, where this line would cross it, must be near 2,000 feet lower than on the Bridger Pass route, while the Snowy Range is, over the Berthoud Pass, 2,000 feet higher than the Black Hills, making a total difference of some 4,000 feet in the ascent to be overcome between Green River and the summit of this most easterly mountain range.

In whatever aspect this important question may be viewed, whether in the detail of actual surveys and levelling, or in a general grasp of the leading features of this part of the conti-

ment, there can be no question that the Union Pacific Railroad Company, in deciding to locate over the Black Hills and through Bridger's Pass, have but conformed to the topographical shaping of the region to be traversed by the road.

Though the topography of this mountain region forbids the passage of this national thoroughfare directly through the mining region of Colorado, yet the traverse valleys favor a connection by branch. The interests of the company, of Colorado and of the nation, seems alike to demand such connection. Adopting the Cache-la-Poudre route, the proposed branch, as already surveyed, along the South Platte to Denver, would be fifty-three miles long; or by the Lodge Pole, the branch would be lengthened 112 miles, but the main line shortened thirty-seven miles. The paramount claims of through commerce, seemed to the Board to give preponderance, in the aspect of commercial consideration, to the short main line.

Presentation of an Elegant Silver Tea Service to Wm. P. Johnson, Esq., of the Illinois Central.

A large number of the gentlemen representing the different railroads of the country, at their regular annual General Ticket Agents' Association meeting, held at Memphis, March 6th, desirous of testifying their appreciation of courtesies received from Wm. P. Johnson, Esq., General Passenger Agent of the Illinois Central Railroad Company, in their passage over his line from Chicago and other points thence to Cairo, delegated those of their number resident in Chicago, to procure and present to him a suitable testimonial, which was done on Saturday last in Parlor No. 1, of the Tremont House. The gift selected was a splendid Silver Tea Set (procured at the store of Wm. Mayo & Co., northeast corner of Washington and Clark street), consisting of six pieces exclusive of the waiter, on which the following was inscribed:

"Presented to W. P. Johnson, General Passenger Agent, Illinois Central Railroad, by his friends who enjoyed the trip from Chicago to Cairo, March 4 and 5, 1867.

The party having assembled at a specified hour—Mr. Johnson having been lured thither under the pretext that his presence was required on important business matters—the presentation ceremonies were inaugurated by B. F. Patrick, Esq., General Passenger Agent of the Northwestern Railroad, who moved the appointment of Samuel Powell, Esq., of the Chicago, Burlington & Quincy Road, as Chairman—a motion that was unanimously adopted.

Mr. Powell having taken the chair, proceeded at once to explain the motive of this friendly conspiracy in the following remarks:

"GENTLEMEN: The last meeting of the General Ticket Agents' Association was one that will long be remembered by those who attended it. For those who went from Chicago, as well as those who took the Illinois Central at Mattoon or Odin, the trip thence to Cairo, Memphis, and New Orleans, was a continued ovation. All that could be, was done for our pleasure and comfort by the railroads, steamboats, and hotels, in a princely, and more than hospitable manner, and we cherish in our hearts the remembrance of abundant and varied acts of kindness and attention lavished upon us. They were as unexpected as they were cordial.

"To you, sir, (turning to Mr. Johnson,) are due our especial thanks, and I have been intrusted with the mission of conveying them to you, in suitable acknowledgments. I would that I were gifted with an eloquence commensurate with the occasion.

"Public speeches are not the 'forte' of railroad men. Theirs is the *doing*, and that has called us together this afternoon. You have been doing something, and that we should also do something seems to us eminently proper.

"Your friends, feeling that the entertainment you provided for them on the trip from Chicago to Cairo, March 4th and 5th, 1867, calls for something more substantial than words, have selected this tea set as a fitting testimonial of their appreciation of your kindness, forethought and continued attention during the whole trip.

"It has been selected, not for its intrinsic value, for such attention as we were the recipients of can not be repaid except by acts of like character, but it has been selected with especial reference to its availability as an article of household use. Take it to your home, and whenever it may be the pleasure of you or yours to use it, remember that the pleasure we experience in giving it is only exceeded by the good wishes one and all desire to express for you. We remember Chicago to Cairo for its pleasure, Memphis for its cloudiness, and New Orleans for its sunny skies, and the whole trip as one that does not happen very often—"when it does, may we be there to see."

To these highly complimentary and warm hearted remarks, the considerably astonished victim of friendly strategy replied as follows:

"GENTLEMEN: I hardly know what to say or how to thank you for the beautiful gift you have just presented me.

"The fact is, I came here for quite a different purpose; I came for the purpose of consulting upon rates to the northwest, as I was informed by our friend Patrick that such was the object of this meeting, and I did not anticipate anything of this kind. I thank you for your kind appreciation of my efforts to make your trip to Memphis a pleasant one, and I regret I could not have been informed in time to have provided similar accommodations upon your return trip.

"It is said 'out of the fullness of the heart the mouth speaketh,' but I bear witness in this case the saying is not a true one for my heart is too full to find utterance in words. I can only say I thank you, and that I shall always bear with me happy memories of this pleasant hour, of the genial faces that surround me, and the generous hearts, which prompted the bestowal of this beautiful gift."

The occasion proved a very agreeable one to all concerned. It was no less creditable to those who originated and consummated the affair, than it was handsome as a compliment judiciously extended to a worthy and courteous gentleman. Mr. Johnson, during his long connection with the Illinois Central, has evinced a business talent and aptitude of the highest order, while his unobtrusive merit and genial qualities have rendered him one of the most popular among the railroad men of the northwest.—*West. R. R. Gazette.*

The great land sales of the Union Pacific Railroad, East Division, which commenced at Lawrence, Kansas, on the 2d inst., have attracted a large number there from the Eastern State.

MONETARY AND COMMERCIAL

The market for the past week has been decidedly close, and had the demand for loans been as great and urgent as is usually the case at this season of the year, much difficulty would have been experienced in meeting it. It is generally anticipated, however, now that tax returns are nearly all made up that larger balances will be allowed to accumulate, and greater ease will be experienced in the market. The principal feature of the week has been the European war panic; this caused a decline in the bonds of our government in the London market of two per cent., and an advance in the premium on gold in our own markets of four per cent. Should the rumors of war be confirmed, and the present quiet of Europe be disturbed, we may expect our bonds to be returned in bulk; the result, however, will be to lower the price of bonds, and increase the premium on gold.

The market for Exchange is firm, the ruling rates being 50c prem. buying and 1-10 prem. selling. The following are the usual quotations for gold and exchange on Wednesday afternoon.

	Buying.	Selling.
New York	par @ 50c prem.	1-10 prem.
Philadelphia	par @ 50c prem.	1-10 prem.
Boston	par @ 50c prem.	1-10 prem.
Gold	136 1/2	137 1/2
Silver	126 @ 129	132

The changes of the gold market are shown by the following table of the daily fluctuations.

	Opening.	Highest.	Lowest.	Closing.
April 4	133 3/4	133 3/4	132 1/4	133 3/4
" 5	133 3/8	133 3/8	133 3/4	133
" 6	132 3/4	133	132 3/4	132 3/8
" 8	134 1/4	136	133 3/4	135 3/4
" 9	135	136	134 3/8	134 3/8
" 10	133 3/4	138	135 3/8	137 3/4

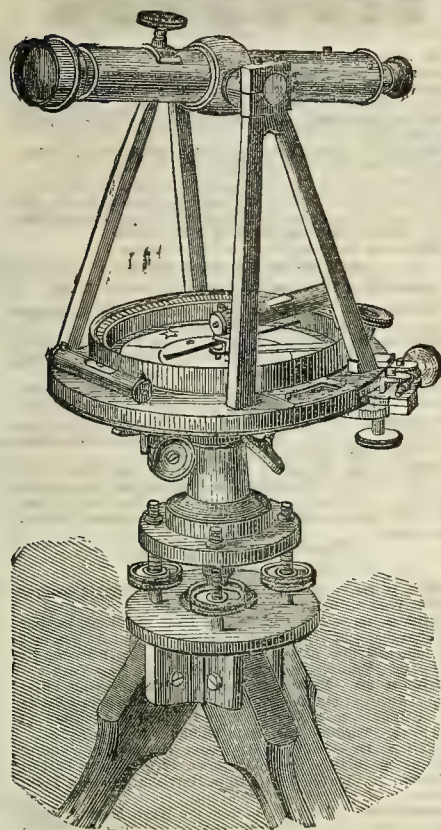
From the above it will be seen that while on the 9th, gold opened at the highest rate at which it was quoted for the day and closed at the lowest, yet on the 10th just the reverse was the case, notwithstanding the fact that the government sold on the latter day \$300,000 in gold.

The *Tribune* of Wednesday morning says:

"Money is 7 per cent. on call, with exceptional loans at less rates. In commercial bills no change. Prime names pass at 7, and second grade at 8@10.

"Government stocks are firm and holders are not disposed to make any concessions upon the European complications. Border State stocks are firm, and there is a steady investment demand by parties who are disposed to wait patiently for payments in full. In the miscellaneous shares little done. Pacific Mail is firmer and in better demand. Railway shares are firmer under quite large purchases to cover short contracts, but there is as yet no large buying for an upward turn. At the close the market was all lower with the exception of Erie which was steady at 55 1/2. The closing prices were: New York Central, 100 1/2 @ 100 3/4; Erie, 55 1/2 @ 55 3/4; Reading, 100 1/2 @ 100 3/4; Michigan Southern, 69 1/2 @ 69 3/4; Northwestern, 32 3/4 @ 33; do, Preferred, 60 1/2 @ 60 3/4; Rock Island, 87 1/2 @ 87 1/2; Fort Wayne, 91 1/2."

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TRANSITS, LEVELS,
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COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the long-stub package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 1/4 inches in width, and under. For Tickets over 2 1/4 inches in width.

NO.	NO. OF FORMS.	PRICES.	NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	142	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

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167 Walnut St., Cincinnati, O

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Chief Engineer Cin. & Cov. and Niagara Susp. Bridges.

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R R OFFICE, LOUISVILLE,
December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st of January, 1867, for the Graduation and Maintenance of over seventy (70) miles (in mile sections) of the Cincinnati branch of this railroad. The work is of an unusually desirable character for good contractors; the line accessible by steamboat and turnpike, and the country full of supplies. Profiles will be ready for examination on and after the 10th of January.

Payments for work done will be made monthly, in cash, and with the usual reservation.

References will be required from contractors not personally known and the company reserve the right to reject any bid not deemed to their interest.

J. M. Sr. JOHN, Chief Engineer.

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In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6 1/2 " " "	35 " " "
3, 8 " " 11 " " "	36 " " "
4, 8 " " 9 " " "	35 " " "
5, 7 1/2 " " 6 1/2 " " "	30 " " "
6, 10 " " 8 " " "	40 " " "
7, 7 1/2 " " 8 " " "	35 " " "

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L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., Indianapolis
[Aug. 2, 11.]

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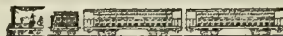
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TO

EASTERN CITIES!

NOV. 19, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	M.	8:30 P. M.
DAYTON.....	1	11:00 "
URBANA.....	1	12:40 A. M.
GALLIEN.....		3:35 "
MANSFIELD.....	4:15 "	4:25 "
MEADVILLE.....	12:45 A. M.	1:15 P. M.
Arrives SALAMANCA.....	5:20 "	6:15 "
OLEAN.....	6:38 "	7:55 "
HORNELLVILLE.....	8:47 "	9:30 "
CANNING.....	10:40 "	12:16 A. M.
ELMIRA.....	11:12 "	12:52 "
OWEGO.....	12:33 P. M.	2:18 "
BINGHAMPTON.....	1:18 "	3:07 "
PORT JERVIS.....	6:27 "	7:10 "
NEW YORK.....	10:30 "	12:30 P. M.
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
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Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

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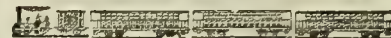
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15 foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 7:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers front to East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville. arrives at Harrisburg at 2:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

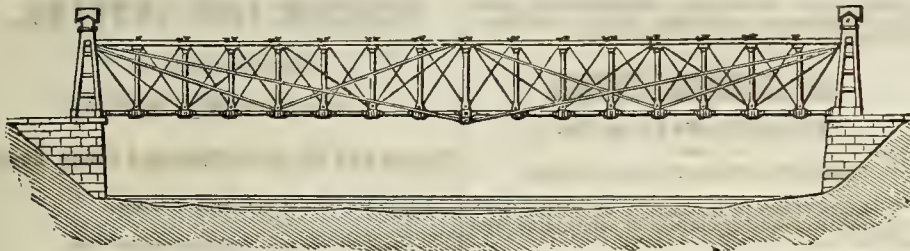
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

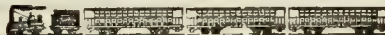
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

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The above office is under the supervision of
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Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

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No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent.
my11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintenden
E. F. FULLER, General Ticket Agent. my11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

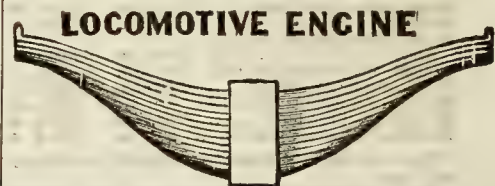
PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE

THE SUBSCRIBER OFFERS TO RAILROAD ENGINEERS, PERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
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L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....7:00 A. M. 10:50 P. M.
For St. Louis and Cairo and Louisville.....7:15 P. M. 7:20 A. M.
For Louisville—Special Train.....3:45 P. M. 2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Engineer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Millst.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

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Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c., &c.

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, APRIL 18, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
“ “ per month.....	3 00
“ “ six months.....	12 00
“ “ per annum.....	20 00
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“ “ six months.....	110 00
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Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	7:00 A. M.	10:00 P. M.
Night Express.....	8:30 P. M.	8:30 A. M.

LITTLE MIAMI.

Morning Express.....	7:30 A. M.	7:55 P. M.
Milford Accommodation.....	8:25 A. M.	10:20 A. M.
Express Mail.....	9:00 A. M.	6:25 A. M.
Columbus Accommodation.....	3:50 P. M.	
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Night Express.....		9:50 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:45 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	10:00 P. M.
Toledo, Detroit and Canada.....	8:30 P. M.	7:10 A. M.
Richmond and Chicago.....	7:15 A. M.	11:55 P. M.
Richmond and Chicago.....	5:00 P. M.	1:50 P. M.
Bellefontaine and Sandusky.....	7:00 A. M.	10:00 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Indianapolis and Cambridge City.....	7:15 A. M.	10:00 P. M.
Indianapolis and Cambridge City.....	3:00 P. M.	10:30 A. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:10 P. M.
Dayton Accommodation.....	5:30 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connorsville, Cambridge City and Indianapolis Mail.....	7:15 A. M.	10:00 P. M.
Connorsville, Cambridge City and Indianapolis Express.....	3:00 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	11:25 A. M.
Springfield and St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis and Chicago Express.....	7:00 P. M.	1:10 A. M.
Lawrenceburg and Brookville Accommodation.....	4:30 P. M.	8:40 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:30 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:30 A. M.	4:30 P. M.
Caboose Accommodation.....	4:30 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Morning Express.....	6:00 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:30 A. M.	4:10 P. M.
Lightning Express.....	8:00 P. M.	5:25 A. M.

The Financial Prospects of 1867.

If we walk along the streets, or travel in Railroad cars, or go to the Exchange, we shall hear two subjects, the topics of almost all conversation, Money and Fashion. The former coming as the result and the means of business in all its forms and modes. The latter is the result, in a thousand ways, of all the social developments. To these, politics and religion make rather the exceptions, than the general rule. There are political excitements, and there are religious excitements, but they pass off, while the constant topics are money and fashions—modes of various kinds. Hence, almost every man is trying to find out some rule, some signs, some prophet of the hour, in which he shall have faith, and which will conduct him to the golden city of his hopes. Hence, too, we, in due regard to the interests and hopes of our readers, propose to say something on the universal topic. We shall confine our remarks; however, to the Central West, and particularly to the region of which Cincinnati is the commercial centre. The country is too large to take the whole into view at once. But, we can and may here take a glance at the great staples of the whole country. There are three great staples of Agricultural productions in the United States. These are Wheat, Corn, and Cotton. In an average season, with the present currency, these staple crops will bring a thousand millions of dollars. Now, without regarding either a very large or small crop, but, what may be considered as a fair average for 1866; the losses on those crops were, on cotton, 33 per cent; on wheat, 40 per cent; and on corn, 10 per cent. This if for the whole country. The money value of this loss was, on cotton \$100,000,000; on wheat, \$100,000,000; and on corn, \$45,000,000. This makes, in the aggregate, \$245,000,000. This is about 25 per cent on the aggregate salable value of the great staple crops. Four-fifths of the whole loss fell on the South, (the Gulf district,) and the Central West. The Western States (or the Mississippi,) the Pacific States, and the New England States, lost comparatively nothing. Cotton and corn both greatly reduced below expectations in the South, and wheat in the Central West was not much above one-third of a crop. The three States of Ohio, Indiana, and Kentucky should have raised, in 1866, at least forty millions of bushels of wheat; but did not raise twenty. What has generally been two and a half dollars per bushel, making the loss of fifty millions, which would otherwise have been marketed. For, it must be remembered, that all the loss of crops comes from the amount marketed, for, it is the surplus above domestic consumption only which is sent to market. Four-fifths of the surplus crops of these States comes in some form or other, to the Cincinnati market; so that there was a reduction of salable staples

in the Cincinnati market of not less than forty millions in the commercial year of 1866-7. We think this is not too large, but rather a small estimate of the actual reduction. This amounts to near three and a half millions per month in the amount of money receipts, which would, in a good average season, have passed through the hands of Merchants, Bankers, and Mechanics in Cincinnati. This fact is amply enough to account for the closeness of the money market in Cincinnati, and for the apparent deficiency of currency. The deficiency is only apparent—not real. There is abundance of currency, but, currency is put in circulation by sales of actual products, and if they be reduced, there will apparently be less money; because, there really will be less in circulation. Superficial persons, who have observed little of the actual course of commercial transactions, ask what has become of the money? The tabular statements of the Government and the Banks show just as much money as before; but, people say, they cannot get at it, and the Banks say currency is scarce. All this may be true, but means only that there are fewer products, and fewer commercial transactions to bring it out. Now then, it becomes really a serious question. What are the financial or the commercial prospects of the coming year? Have we any data, or any natural signs by which we can discern something of the commercial future? We think there are, and we shall state two or three, which we think indicate a highly prosperous commercial year in the immediate future:

1. There has been a sort of general expectation that, in some way, we should have a commercial convulsion, but, all this has gone. The Secretary of the Treasury has been arrested in his purpose, if he had any, of contracting the currency at a rapid rate. Both by the limitations of the law, and by the wants of the Treasury, he can move out slowly. So, also, the fears of bankers and the rumors of war have blown over, and there is really nothing left in the political aspects of the times, to cause any fear. The political world, and the financial world, are going on just as well, at present, as we could hope for, and a great deal better than they have for several years past, or any other period of human history.

2. The great cause in 1866-7,—and we now know the great cause at all times of commercial convulsions and financial panics and overthrows, is the *loss or reduction of staple crops*, or in other words, the loss of the results of industry; for, it is industry which produces wealth. But, industry or labor applied to agriculture, differs in one respect, very essentially from labor applied to the arts or manufactures. The fruits of labor applied to agriculture merely, do not depend on industry only; but, quite as much on the natural elements. A field will not produce wheat without labor; neither will it produce wheat, with labor, unless the seasons were favorable.

Hence, we must look into the course of the seasons. Have we any data? Certainly, for if we take any series of years together, there is a constant average. The deficiency of one season is supplied by the excess of another. The data for the future are the facts of the past, measured by a general average. What then caused the losses of last year in crops? In the South, the rains and the army worm were the great enemies of cotton. But, experience shows, that these rarely occur in two successive seasons; and in general, it is a general rule, that the same crop is not destroyed in two successive years. We look confidently, therefore, for large crops of cotton in 1867; probably exceeding three millions of bales, and bringing even with reduced prices, an hundred millions of dollars more than in 1866.

So also of wheat in the Central West. What were the causes of loss? The loss of wheat in 1866, was caused by what is called *winter-freezing*; that is in a comparatively open winter, with little snow; there were some ice storms of cold, which literally froze up the roots; and many fields produced nothing. Now, however, the reverse is the fact. The winter has been uniform, the snow general, and the roots of wheat were preserved in good condition; and now, in the month of April, wheat never looked better. It is in vain to croak about wheat now. But, it *may* be destroyed yet largely, but not probably; for, almost the only remaining enemy is rust at harvest, which, however, sometimes does great mischief. The probabilities are greatly in favor of a heavy wheat crop. The same may be said of fruit, which is so far in a good condition. Corn is not yet planted; but there are certain indications very favorable to it. The quantity of snow and rain fallen in the past five months, indicate that the month of May will be very favorable for planting; and that is one of the main points with the corn crop. So also, if May and June are comparatively dry, it is probable there will be rain enough in July to save us from any great danger of drouth. On the whole, we have never seen a Spring open with better prospects for the crops; and if we get good crops, it will make a good financial year. Thus we say, that we have full hope and confidence, that the coming year will be one of great financial prosperity. We believe it will contrast favorably with any year in the past ten years. We know of no reason why this country should not be in the highest condition of social and physical prosperity; and it only remains to see, whether our moral stability is equal to sustaining the splendid structure of commercial and political greatness.

"There is a lively competition in progress between the railroads running east from Chicago, on live stock, and rates of freight have been reduced to 30c. per 100 lb to Buffalo, and 25c. to Pittsburg, some roads giving passes each way, and others only one way.

Iron Interest of the Northern Peninsular of Michigan.

ESCANABA, MICH., April 10, 1867.

EDITORS RAILROAD RECORD:—I find in the "RECORD" of 4th April, in an article headed "Railroads of the Lake Basin" the following paragraph:

Turning now to the Iron and Copper Mines of Lake Superior, we find Marquette is less than 70 miles from Noquet Bay. A railroad is planned and we believe already making between these two points which will bring Marquette and all the mines of Lake Superior within easy reach of all the lines of communication in Illinois, Indiana, Ohio, &c.

Permit me to correct the obvious error of this statement.

The *Peninsular R. R. of Michigan* (now *Peninsular Division* of the Chicago & Northwestern Railway) was completed in October 1864, from Escanaba, on Little Bay de Noquet Lake Michigan, to the Iron Mines of Lake Superior, at Negaunee, a distance of some 62 miles. A railroad had some years previously been completed between Negaunee and Marquette, 13 miles—and since the completion of the Peninsular road, the route from Chicago via Green Bay & Escanaba to Lake Superior has been open constantly the summer, through time being about 30 hours for passengers.

The construction of the Peninsular railroad was however undertaken chiefly to secure the transportation of iron ore, for which traffic, the location of the road and the situation of its port (Escanaba) are exceedingly favorable. The water shed of this region lies near Lake Superior, and from the Mines at Negaunee to the docks at Escanaba there is a gradual and uniform descent of 769 feet, with few short and very moderate return grades, averaging less than 15 feet to the mile.

The advantages claimed for Escanaba over Marquette, as a shipping point for ore, are: 1st A considerable saving in time, distance and expense to all lake ports, and the avoidance of the Sault Canal tolls. 2nd. The avoidance of the unsafe open roadstead of Marquette and the dangerous and difficult navigation of Lake Superior and the St. Mary's river. 3d. The fact that the season of navigation is practically from a month to six weeks longer at Escanaba than at Marquette.

The Peninsula line has been thoroughly equipped for this traffic—branches (aggregating some ten miles in length) have been constructed from Negaunee to mines in the vicinity, and capacious and extensive docks for the storage and shipment of ore, have been constructed at Escanaba, with facilities for a large business.

During the fall of 1866 the ore transportations of the Peninsula road exceeded 20,000 tons monthly, although the high grain freights then ruling withdrew most of the vessels from the ore trade.

If we attempt to forecast the future of the

Upper Peninsula, it seems certain that the iron traffic which will center at Escanaba must make it a point of great importance. The railroad from Marquette to Negaunee has already been extended some 25 miles nearly west of Negaunee to Lake Michigammi, through a region known to be rich with mineral deposits. The ores of this region and of the country immediately west and south of it, lying on the head waters of the Menominee, and its affluents must ultimately find their nearest and best shipping port and base of supplies at Escanaba—which *may* indeed be found a desirable point for their manufacture into iron. But these are mere speculations which the immediate future must test.

The lines from Superior City toward Milwaukee and Mackinaw (spoken of in your article) show no signs of life at present. It is not at all probable that any effort will be made to construct either, until some local business can be anticipated. E. P. C.

New York Central Railroad.

In the legislation of New York there has always been a *skeleton in the cupboard* whenever anything in the shape of internal improvement has been proposed. It would matter not how glaring the necessity, or how important the enterprise, the first question asked by her Legislators (after the inquiry as to how much the leading spirits could obtain for "putting it through") would be, "what effect will it have on the Erie Canal." That the "Erie Canal" is "an institution" cannot be denied—and the only one of its character in this country worth owning; yet, that the whole world, including the "Gulf stream" and every "other man" shall be forced to flow through it, is preposterous. It is but a short time ago that the railroads of New York were restricted from carrying freight, because freight *could* be carried on the canal; hence merchants had to wait frequently six weeks to three months for goods that they should have had in ten days. The State must get its "tolls" on the "Erie Canal," and freight, if it must be carried over the railroads, must pay "Canal tolls" to the state. This policy was finally abandoned, because it was discovered that more commerce flowed through the "Canal" than it could accommodate, and their narrow contracted policy was driving the carrying trade over the avenues of other states, and enriching the pockets of their competitors while it added nothing comparatively, to the coffers of the State.

New York, as a state, has not, since it was so badly swindled in the early history of the construction of the "Erie Railroad," whereby it lost near three million dollars, done anything for the development of its resources, except to "grant charters." This *three millions* has "stuck in their craw" ever since, notwithstanding the state has made an hundred millions by the operation, and it has

"tinctured" all the railroad legislation of the state. While rival routes of transit have been carefully nurtured by their state governments, those of New York have had to rely exclusively on their geographical advantages. In the case of the Central, this "is a big thing," but not sufficient to counterbalance the difference in the cost of doing business now and five years ago. We cannot see the wisdom or justice of the Governor's argument that he says he advanced in a previous message in which he said "should the enhanced prices complained of continue to prevail, and the managers be thereby forced to forego the declaration of a dividend, the stockholders would not then be called to endure a burden more oppressive than has been sustained by many corporations and interests which have not had relief extended to them by legislative enactments." In connection with this, he should have recommended a law fixing the maximum price of a barrel of flour, the price of beef-steak and butter, as well as the cost of "mending the governor's breeches." As long as these are allowed to fluctuate, why not provide for meeting them in other departments of trade? Why should a railroad be forced by law to carry goods or passengers for less than a remunerative profit, any more than the boats on the Hudson should be compelled to carry passengers from Albany to New York, "through without landing," for "12½" cents, merely because they had done so thirty years ago, or to demonstrate the correctness of the proverb of Sam Patch, a celebrated New York "character," that "whatever has been done, can be done again."

The legislature will find that this line of policy will not only cripple her railroads, but will also tend to cripple her commercial interests, and in a measure divert trade through other channels to other ports than her great mart—New York City. The following is the veto message of Governor Fenton.

STATE OF NEW YORK, EXECUTIVE DEP'T,
ALBANY, April 11, 1867. }

TO THE SENATE:—I herewith return without my approval the bill entitled "An act regulating the carrying of passengers and property on the New York Central and other railroads of this State." Section first of this bill declares that "it shall be lawful for the New York Central Railroad Company hereafter to demand and receive two and a half cents per mile for each and every passenger transported on their road, with his or her ordinary baggage." The second section provides that "it shall be the duty of every railroad company in this State to carry freight offered to it from this State with as much dispatch as possible; and all freight offered at any freight station of any such road, to the extent of the capacity of the company's warehouses at the place where offered, shall be sent therefrom within ten days after the receipt of such freight, unless prevented by accident, the direction of the consignee, or unavoidable causes, and no discriminations in regard to dispatch shall be made in favor of freight from other States. In 1853 the Legislature passed a law authorizing the consolidation of the "Albany and Sche-

nectady Company, for shipment on its road, and Troy, Utica and Schenectady, Syracuse and Utica, Rochester and Syracuse, Buffalo and Lockport, the Mohawk Valley and the Syracuse and Utica direct, Buffalo and Rochester, Rochester, Lockport and Niagara Falls Railroad Companies, or any two or more of them." The passage of this act was urged upon the ground that it would facilitate the transit of passengers and freight between the sea-board and the West. The charter of some of these roads, when first incorporated, restrained them from carrying freight of any description. This restriction was, from time to time removed by the Legislature, until the right to transport freight throughout the entire year, was conferred, upon the condition, however, that such freight should pay to the State tolls equal in amount to which they would have been subjected had they been transported on the canal. The supposed necessity of protecting the State revenues, by preventing competition with the Erie Canal, was the declared justification of this restriction. In accordance, however, with a more liberal and progressive policy, in 1851 the Legislature passed a law removing this condition, providing that "it should not be necessary for any railroad company in this State to pay any sums of money into the Treasury of the State on account of transportation of property on any railroad on and after the first day of December in the year 1851"—thus removing all restrictions of this character upon internal commerce, and, in obedience to the demands of trade, allowed this withdrawal from the revenue of the canals, that the people might enjoy, in a larger degree, the advantages of the cheap intercommunication. The act of 1853, above referred to, provided that when two or more of the railroad companies named in this act are consolidated, said consolidated companies shall carry way passengers on their road at a rate not to exceed two cents per mile. Thus it will be seen, that while pursuing the wise policy of making every concession which could facilitate and lessen the cost of transportation, the Legislature was careful to protect the rights of the people by limiting the price which should be exacted of the traveling public. Relief from this restriction is sought through the provisions of the bill herewith returned. A bill containing similar provisions was, after careful consideration on my part, returned to the Honorable the Senate, without my sanction, on the 28th day of April, 1865. The reasons for withholding my signature then, as well as in the case at the close of the last session of the Legislature, press upon me with super-added force at this time, and impel me to like action. It was then urged in favor of the proposed increase of fare, that the inadequateness of the compensation did not afford the stockholders a proper return upon the capital invested. In my message to the Senate, referred to, I used the following language: "Should the enhanced prices complained of continue to prevail, and the managers be thereby forced to forego the declaration of a dividend, the stockholders would not then be called to endure a burden more oppressive than has been sustained by many corporations and interests which have not had relief extended to them by legislative enactment."

If experience shall not prove the embarrassment, under which it is said to labor, to be but of a temporary character; and if the proposed reforms in its future management shall not secure to capital an ample recompense, I shall then be most willing to co-oper-

ate with the Legislature in affording such relief as may be wise and necessary." Has this contingency occurred? Up to the time relief was first sought and the subject brought to the attention of the Legislature, it was not claimed that the Company, from 1853, had not had a period of almost uninterrupted prosperity. The revenue of the Company, for the year ending September 30, 1854, from passengers, freight, and other sources, was \$5,918,334.50, and for the year ending September 30, 1864, from the same sources, the receipts were \$12,997,889.83, being an increase of \$7,079,555.33. During this period, dividends were paid to the stockholders averaging above seven per cent. An examination of the annual report of the Company made to the State Engineer and Surveyor, shows that the net earnings for the year ending September 30, 1865, amounted to the sum of \$1,609,362.81—equal to 624-100 per cent. on the amount of the capital stock; that the value of the road and equipments was \$33,701,919.56, being more than \$9,000,000, in excess of the capital stock of the Company. In addition to which it had other assets, being cash on hand, stock and bonds of other companies, bills receivable, and supplies on hand amounting to over \$3,000,000 more. For a more full understanding of the average prosperity and condition of this Corporation, I respectfully submit a comparative statement of the passenger and freight business for different years since the consolidation.

Earnings from passengers for year ending September 30, 1853, upon the roads consolidated under the Act of April 2, of that year.....	\$2,829,668
For the year ending Sept. 30, 1866.....	4,360,248
For the year ending Sept. 30, 1858.....	2,532,646
For the year ending Sept. 30, 1861.....	2,315,932
Earnings from freight for the year ending Sept. 30, 1853, upon roads consolidated under the Act of April 2, of that year.....	\$1,835,572
For the year ending Sept. 30, 1866.....	9,671,919
For the year ending Sept. 30, 1858.....	3,700,270
For the year ending Sept. 30, 1861.....	4,664,448

From the above it will appear that the earnings of the road from passengers in 1866 over 1853, have increased 54 1-11 per cent. 1866 over 1858, 72 1-6 per cent; 1866 over 1861, 88½ per cent; and that the earnings from freight have increased in 1866 over 1853, 4 26 11-12 per cent; in 1866 over 1858, 161 5-10 per cent; and in 1866 over 1861, 107 9-25 per cent, so that the increased income of the road seems to be fully equal if not in considerable excess of the increased price of materials and labor for running the road. The comparisons hold good in the result of the operations of the road for the year 1866. During that year the road has paid for all repairs and expenses of every kind, including National, State and local taxes, and \$1,377,915.38 for fuel, a large provision for the future, with six per cent dividend to stockholders, leaving \$486,639 cash on hand as surplus earnings of the year—equal to nearly 2 per cent on the capital. The report of the Company shows the net earnings for the last fiscal year to have been \$2,039,014, 21—equal to 7 83-100 per cent; and that the total receipts of the road were \$14,596,785.68, being an excess of \$621,261.29 over the receipts of 1865. It thus appears that at the height of extravagant cost in running the road, the net earnings—although not fully distributed in the dividends—equal more than 10 per cent—being more than in most other permanent investments which subject the owner to taxation. It is clear that

the income on the nominal capital invested is more than the interest paid by the National and State governments, which, with the advantages of the geographical position of the road and the general prosperity attending it, justifies the high market value of the stock as exhibited during the past year. It must be admitted that this road is a great and important interest, in which the public feel a laudable pride, and I cannot doubt, would respond promptly and cheerfully to any just demand for its protection and prosperity. It is not enough to say that the road passes with easy grades over the most densely populated portion of the country, reaching thriving villages, large towns, and populous cities, through well cultivated agricultural districts, studded with extensive manufacturing and milling establishments, which furnish an immense freight and passenger business at all seasons of the year. To these the road is indebted for large and increasing patronage, and in return is supposed to give regular, speedy, and economical transit to passengers and freight. It is a case of mutual advantage; and mutual protection should be given and secured. I will not urge that experience has demonstrated the impracticability of organizing an incorporated company with unrestricted power to make demands on the public, that would not take undue advantage of the privilege.—Organized or associated capital—so important to enterprise and advancement—may thus wisely be restrained from the tendency to encroach on the rights and interests of the people. The just measure of privilege on the one hand, and of restraint on the other, is the true functions of legislation. With the large income of the Central Railroad Company, which cannot fail to be greatly increased without increasing the fare—when prices fall to something like their former standard—the propriety of raising the fare at this time is not apparent. It will not be denied that there has been some falling off in the price of labor and materials—not so rapidly, however, as was expected. Very few doubt that this decline will continue—it is to be hoped moderately—until stable rates are reached based upon the specie value. Heavily laden as the people are with burdens, it may well be doubted whether they will sanction additional taxation to augment the very respectable profits of this prosperous corporation. If it were susceptible of demonstration that this company had been suffering for a period from temporary and extraordinary causes, it might still be questioned whether it would be wise to grant relief unless the loss were greater than to other similar investments of capital, or such as threatened to impair the usefulness of the road, and then for only a limited period. It is certainly well that we should feel a joint and common interest in returning as rapidly as may be, to a normal condition of business and values. It is evident, however, if the policy of relieving every interest adversely affected by the unusual causes of the past few years, prevails that the public will lose one great incentive to efforts which are necessary to restore us to the natural and ordinary conditions which we all deem so desirable. Many have suffered in diminution of business or profits—perhaps no class of persons more than those who from inclination or habit have confined themselves to operations which only permitted legal rates of interest. Capital invested on bond and mortgage has hardly paid—after deducting National, State, municipal, county, and town taxation—more than four per cent; and the same is true of capital employed in many other ways. It may be

asserted of agricultural investments, generally, that the net income in the more favorable periods can hardly boast of the profits derived by the Central Railroad Company. It must be borne in mind that this valuable franchise was granted by the State, not less for the public accommodation than for private gain. It is believed by many persons of good judgment that the managers of the Road could, in the exercise of rigid economy, reduce expenditures to an extent which would enable them to increase their present dividends without prejudice to the public good. With these views earnestly entertained, and these reasons respectfully submitted, I return this bill to the Senate without my approval.

R. E. FENTON.

Railroad to the South.

The following is the report to, and action of the Chamber of Commerce of this city relative to the proposed attachment to the Kentucky Central Railroad, for the purpose of getting a direct connection with the Southern system of railroads. While there can be no objection to this extension, and it unquestionably is the *cheapest* way of arriving at the desired result of a southern connection, yet no thinking man will, for a moment, pretend to say that it is what is wanted. The truth is, this should be done, but the other should not be left undone. It would be absurd to suppose that the city of Louisville is going to build a railroad for the especial purpose of diverting trade away from her own citizens to Cincinnati. The cream will go to Louisville, while a small portion of the skim-milk may be allowed to come to Cincinnati. We need a railroad *beginning* at Cincinnati, and *terminating* in a direct connection with the Southern lines; one road under one board of control, and that to be owned in this city.

The true policy is for a company to buy the Kentucky Central, which can be had at a reasonable price, and whatever extension is made when completed through, by compact to be consolidated. Short lines of road seldom pay, and broken links never.

We do not intend to be understood as opposing the Richmond extension, not by any means; it will be of great value to Cincinnati, much more than the proposed cost, but not for *through* business. The *way trade* only of Fayette and Madison counties is what would be brought to us by it, while the *through traffic* would go to Louisville.

It is the great Southern trade that Cincinnati wants to *control*, compared to which the trade of one or two counties is but as a drop to the ocean. This trade can not be *controlled* without a railroad owned in Cincinnati straight through. This is the project Cincinnati must foster and complete, or abandon the field to those who are more enterprising.

To the Cincinnati Chamber of Commerce:

Your Special Committee to whom was referred a consideration of the subject of the Richmond and Lexington Railroad, beg leave to present the following brief report:

This road is designed to run from Lexington, Fayette county, *via* Richmond, the county seat of Madison county, to a point on the Lebanon branch of the Louisville and Nashville road, called the Sinks of Roundstone, and distant from the city of Lexington sixty-three miles, and from Richmond thirty seven miles. The building of this sixty-three miles of railroad would connect Cincinnati directly with all that portion of the State of Kentucky, Southwestern Virginia and East Tennessee, which will be reached by the Lebanon branch of the Louisville and Nashville road, and lying southeast from the Sinks of Roundstone—the place of junction.

Estimates of the cost of constructing and equipping this road have been made by Mr. George B. Pickett, an engineer of much experience. He fixes the cost at the sum of \$2,000,000, or something over \$31,000 per mile. It is proposed to build the road entirely by stock subscriptions, to be obtained from the following sources:

From the county of Fayette.....	\$500,000
From the county of Madison	500,000
Kentucky Central Railroad.....	300,000
Citizens of Cincinnati.....	500,000

Total..... \$1,800,000

These subscriptions, if made, would leave a deficiency of \$200,000, on the highest estimate of cost, but it is believed that that amount would be freely donated to the company in the shape of labor, cross-ties and other material along the route, so that it is the opinion of those most familiar with the route and the country through which it passes, that if these stock subscriptions are made and paid up, that they will build and equip the road, and leave it to the stockholders free from debt. If these opinions are correct, and your committee have great confidence in their sources of information, the road ought to be built at once, and the people of Cincinnati ought to subscribe a half million to the stock.

The charter of the Company authorizes the people of the counties through which the road passes, upon the vote of the majority of the voters of the county, to subscribe to the stock of the road, and to levy a tax for the payment of the subscriptions.

There is but little doubt that the people of Fayette and Madison counties will authorize these counties each to subscribe \$500,000. The Kentucky Central Railroad will subscribe \$300,000. The question now presented to this Chamber is, will the people of Cincinnati, in order to secure this desirable railroad connection, subscribe \$500,000 to this stock. Your committee does not feel it to be any part of its duty to go into any lengthened argument to show that it would be to the interest of our people to make this subscription. It is believed that this fact will be apparent to the minds of all, who for a moment reflect upon the subject. Cincinnati must yet reap great advantages from aid and encouragement extended to railroads. Every mile of railroad leading in a direction to our city, benefits directly every merchant and property owner in it.

We must remember, too, that the section of country to be reached by this proposed road is one the trade of which justly belongs to our city, and will surely come here if we do our part in extending the facilities which it must have.

If the road is built for the estimated cost, and your Committee have every confidence that it may be done, the stock of the Company will be a fair investment to those who hold it. The entire work could be completed within

eighteen months from the time of beginning, and, when done, would give us equal facilities with Louisville or any other city for competing with the trade and productions of that portion of Southeastern Kentucky and East Tennessee reached by the Lebanon branch of the Louisville and Nashville road.

In urging this work upon the earnest and favorable attention of the people of Cincinnati, we do so not only without hostility to any other enterprise of a like character, but with the remark that it will be but the part of wisdom with our citizens to aid and encourage, by all possible means, the construction of all railroads leading in the direction of Cincinnati. This presents itself as a work of immediate necessity, in which we may employ very profitably the amount asked from us, and by means of which we may speedily secure remunerative results.

The Richmond and Lexington Railroad Company has already been organized by the subscription of more than \$100,000 of the stock, and the selection of a President and a Board of Directors, one of whom is from our own city.

The Committee submit the following resolutions, and would recommend their passage.

Respectfully submitted,

M. GREENWOOD,
WM. R. PEARCE,
LARRY ANDERSON,
ROBERT BUCHANAN,
THEO. COOK.

"Resolved, That the Cincinnati Chamber of Commerce heartily endorses the plan of the building of a railroad from Lexington, Kentucky, to Sinks of Roundstone, on the Lebanon Branch of the Louisville and Nashville Railroad.

"Resolved, That the merchants, manufacturers, other business men, and property owners of Cincinnati will endeavor, by all proper means possible, to secure subscriptions to the stock of said road to the amount of \$500,000; said subscriptions conditioned upon subscriptions from the counties of Fayette and Madison, Kentucky, and the Kentucky Central Railroad, amounting in the aggregate to \$1,300,000; and that such subscriptions should be made within sixty days."

We copy the above from *the Gazette*; it at once shows the struggle going on around us to divert the trade from this city. In addition to the above, it would be well for Cincinnati to take note of the efforts on the part of other cities to tap the streams of trade that have hitherto naturally flowed to her mart. We more especially refer to the railroad connection South. The proposition now being presented to our citizens of a road from Lexington to Richmond, although desirable of itself, is not what is wanted; the plea that it is the *cheapest* is a poor one, and won't pay.

PROPOSED TRUNK LINE IN VIRGINIA.—There is a proposition before the Virginia Legislature to consolidate the railroads between Norfolk and Cumberland Gap, so as to make the Virginia & East Tennessee Railroad a real trunk line, and give it access to the sea. It will require a good deal of money to put this road in order, and unless it is done, and the consolidation effected the Virginians fear that Baltimore may reap all the rewards of the traffic of Central and Southwest Virginia.

The Pennsylvania Railroad Company is now in possession of the Columbus and Indiana Central, having recently purchased it.

The Central Pacific Railroad.

CROSSING THE SIERRA NEVADAS.

The chief difficulties apprehended in the construction of the great railroad to the Pacific—high mountain crossings and winter snow obstructions, prove, upon practical test, to be not at all formidable. The two mountain ranges have to be crossed at elevations of over 7,000 feet, or nearly three times the height of any railroad lines hitherto built on this continent. Experience shows that it is entirely practicable, and that the deep snows are not likely to prove very serious obstacles. The Central Pacific Railroad of California, the western end of the great national route, commencing at Sacramento (tide-water) in 1863, encountered, at the outset of its career, the mountain difficulty in its worst form; the dreaded Sierras had to be overcome within the first hundred miles. In November last, however, it had carried its track nearly to the summit, and had demonstrated the feasibility of the whole mountain passage with less average engineering resistance than the Alleghenies are crossed, thus disposing of one of the twin fears. During an unusually severe winter just closed, it has successfully operated the road as far as built, and could have done so over the mountains with equal ease. It has had large working parties on the Summit Pass, so as to convince its officers that the other fear of impassable snow-drifts is equally needless. Only three days have the trains failed to make the regular trips, which is far less interruption than has attended many of the Atlantic lines.

The whole mountain ascent and descent is now in the hands of the contractors, and nearly graded, developing a feasible and favorable line, the most difficult portion of which is now running. From Sacramento to Cisco Station, the present terminus, is 94 miles, in which 5,911 of the total 7,042 feet of ascent is made. This portion embraces the heaviest and costliest portion of the work. The ascent is continuous; once gained, it is never lost; the average rate being 75 feet to the mile; the maximum, 116 feet to the mile, of which there are but $3\frac{1}{2}$ miles. The bulk of the heavy grade is at 105 feet to the mile, with numerous level intervals interspersed. Thirty per cent. only of the distance is occupied by curves, none of which have a radius of less than 573 feet—or ten degrees. The Baltimore and Ohio Railroad has 17 miles, in two stretches of 116 feet grade, with curves of 400 feet radius; and the Virginia Central for many years worked with the unaided locomotive grades of 296 feet to the mile, and ruling curves whose radii were 300 feet. By crossing from one spur ridge to another, piercing by a number of short tunnels and deep cuts where necessary, the line has been made available for passenger trains to run at 25 miles an hour, and freight trains at half that speed. The time consumed in making the trip, including stoppages, is six hours, with ordinary engines and trains.

From Cisco to the Summit most of the heavy rock cutting is now done. The crest of the ridge is pierced by a tunnel of 1,658 feet, the longest on the road, of which about 500 feet remain uncut, and at which men are working night and day the week round, excavating at the rate of seven feet per day. East of the summit the descent is much easier, the great interior basin being elevated 4,000 feet above the sea level. In 14 miles there is a fall of 1,100 feet, after which there is a

gentle slope, nowhere exceeding 45 feet to the mile, eastward toward Salt Lake. There are, including the Summit Tunnel, 14 tunnels (in all 2,000 feet) on the portion now grading, two-thirds of which have been cut out. The greater portion of the line is so sheltered by excavations that it will be necessary to erect sheds over it for two miles only, in order to shoot the snow-slides clear of the track. Provision is made in the larger tunnels and heavy cuttings for a double track, which, from present indications, will be necessary at no distant day to accommodate the growing traffic. Ten thousand men, mostly Chinese laborers, are employed on the work, the heavy parts of which are in a forward state, and it is confidently believed that in July next the locomotive will be traversing the plains of Nevada.

The following table will show the rate of progress and the elevation above the sea level:

	Miles.	Feet.
Jan., 1, 1865, to New Castle.....	31	930
May 13, 1865, to Auburn.....	36	1,600
June 10, 1865, to Clipper Gap.....	42	1,600
Sept. 4 1865, to Colfax.....	56	2,448
May 8, 1866, to Secret Town.....	66	3,415
July 10, 1866, to Alta.....	73	3,700
Nov. 29, 1866, to Cisco.....	94	5,911
July, 1867, to Summit.....	105	7,042
Sept., 1867, to Virginia Station...	150	5,800
Jan., 1868, to Big Meadow.....	250	4,000
Jan., 1870, to Salt Lake City.....	725	4,285

The original estimated cost of building the road across the Sierras was slightly above that of the most expensive railroads in the country where the right of way had to be purchased at considerable cost, and compared as follows:

Boston and Providence Railroad, cost per mile.....	\$81,273
Boston and Lowell Railroad, cost per mile.....	78,636
New York and Erie Railway, about...	80,000
Hudson River Railroad, about.....	80,000
Central Pacific (Mountain Division) estimated.....	88,400

Up to the 1st of January last, the Central Pacific Company had expended in building the 94 miles in operation, together with about a third of the preparation upon 25 miles additional, and for a liberal equipment of rolling stock, nearly \$15,000,000 (\$14,558,714). Fifty miles additional, or about 150 in all will, it is confidently expected, be running in July next, which brings the road to the comparatively smooth ground. The total construction cost of this mountain section will be about \$15,000,000, or at the rate of \$100,000 per mile. The rest of the distance to Salt Lake City, 575 miles, can be constructed for about \$60,000 per mile. The difference in the prices of labor and iron sufficiently accounts for the increase upon the original estimate. About \$5,000,000 more will have been expended by midsummer for iron rails and equipments, most of which is either on the other side or en route. The bulk of the engineering difficulties, it will be observed, has already been overcome; and by far the most costly and rugged resistance left behind. Rails are already being laid east of the summit, ready for the advance when the tunnel is opened.

As might be anticipated, the Central Pacific is to be classed among the most expensive roads in the country. Such were the imperative demands of the local transportation between California and the mining regions east of the Sierras, that a steam road, even at this cost was an economy. It has been

estimated that the wagon freights across the mountains in a single year, before the commencement of a railroad, amounted to fully \$13,000,000; which, of itself would, without any increase, be a sufficient motive for building a railroad. If we consider the enormous through travel, which is to pass to and fro between China and Europe; the natural expansion of the Western States and Territories; the stimulation which must follow to mining enterprises; and the equally important national, military, social and civilizing advantage to be reached, the railroad becomes a pressing necessity; and the liberal subsidies of the Government to such a work of internal improvement seem eminently wise and proper. Thus far the California projectors have pushed on their half of the work with commendable vigor and steadiness; and in a few weeks will have easy work before them. The law requires that the road shall be substantially built, of the best American materials, and in such a way as befits its semi-national character.

The following table will show the actual net earnings of the road as it progressed up the mountain side, after the payment of operating expenses, for the past two years, with an estimate for the present year, based upon the same rate of increase; and the relation of the earnings to the interest-charges assumed by the road, upon the supposition that the whole amount of bonds authorized will have been issued:

Date.	Av. miles r'ng.	Net earnings, (gold.)	Int. pay. on bonded debt.	Av. net earnings per mile.	Av. debt charges p. mile.
1865	40	\$280,272	\$102,111	\$7,000	\$2,550
1866	75	655,883	125,380	8,750	1,672
1867	150	1,600,000	545,000	10,937	3,633

Thus it will be seen that the road is abundantly able to pay the interest engagements upon the construction; but as the general Government and California Corporations have assumed the larger portion of the interest bearing charge, the Company is able to carry over a handsome surplus to the construction fund. As the heaviest expenditure is now made, and every extension of the road adds to the value of the whole by decreasing the ratio of operating expenses at the same time that it multiplies its own natural business, the point of financial difficulty has also been passed. Once across the mountains, a whole scheme of industrial enterprises in Nevada and Idaho stand ready to be quickened into activity, which have hitherto been beyond the limit of profitable working. With the topographical, climatic and financial difficulties subdued, the Pacific Railroad of California becomes a settled and imminent success. In its outlays, it is worthy to be noted, the Californians are fortunate in being able to command large numbers of cheap, serviceable Chinese laborers; and also in the fact that the iron and heavy freights can be shipped round the Horn at less cost than it would take to send them to the Missouri River. We may look for some astonishing advances from the energetic people on the Pacific, in completing the great work which is to bring them two weeks nearer to their old homes.—N. Y. Tribune.

"A mortgage was filed at Indianapolis on Tuesday, in the office of the Recorder, executed by the Cincinnati, Indianapolis, and Lafayette Railroad Company to a New York bank in the sum of \$2,800,000. Twenty-eight hundred dollars worth of stamps were affixed. This is the amount paid to the Lafayette road for the consolidation with the Indianapolis and Cincinnati."

Allegheny Valley Railroad.

The annual meeting of the Stockholders of the Allegheny Valley Railroad was held at 11 o'clock Wednesday morning Feb. 27, at the office of the company, corner of Pike and Canal streets, Pittsburgh. An organization was effected by calling Robert S. Hays, Esq., to the chair, and electing Felix R. Brunot, Esq., Secretary. President William Phillips then read the following report of the Board of Managers:

To the Stockholders of the Allegheny Valley Railroad Co:

GENTLEMEN:—The fourteenth annual report of the managers of your company is respectfully submitted.

The earnings and expenses for the year ending January 31, 1866, were as follows:

RECEIPTS.	
Freights	\$187,476 21
Passengers.....	165,550 92
Mail	3,250 00
	<hr/> \$356,277 13
EXPENSES.	
Expenses of operation	\$199,526 63
Salaries	10,329 99
Taxes, State, County, City, &c.....	1,533 49
Internal revenue tax.	16,041 15
Incidental and Miscellaneous.....	1,987 30
Interest on bonds.....	41,075 57
Rents.....	2,966 83
	<hr/> \$273,460 96
	<hr/> \$ 82,216 17

NET EARNINGS.

The earnings and expenses for the present year, ending January 31, 1867, are as follows:

Freights	\$248,593 24
Passengers.....	171,259 18
Miscellaneous earnings.....	31,248 09
	<hr/> \$421,100 51
EXPENSES.	
Rents.....	\$ 3,062 50
Taxes.....	1,609 09
Miscellaneous expenses.....	16,437 91
Expenses of operation.....	230,883 21
Government tax on earnings, &c.....	7,515 60
	<hr/> \$259,508 31
Net Earnings.....	<hr/> \$191,592 20

The operating expenses for the same have amounted to \$230,883.21, about fifty-one and two-tenths per cent. of the gross earnings, which furnish conclusive evidence of the importance of the road, alike to the public and to the stockholders, and gives such assurance of ultimate success, and future usefulness, as to render all argument upon that point unnecessary.

MAHONING EXTENSION.

The extension of the road from Kittanning to Mahoning was completed and opened for public accommodation on the 5th of May last, and has been in running order ever since.

It is with no little pleasure that we call your attention to the increased receipts of the road as a result of this extension, and to a verification of the prediction made in our last report that the income from this extension would amount to \$40,000. The report of the Treasurer

will exhibit the gratifying fact that the actual receipts have been \$94,823.39, and that our ability to meet the interest on our bonds, and other indebtedness, exceeds the sum estimated last year; a result which we can safely add, is not usually obtained by railway projectors.

OIL CITY BRANCH.

For particulars in regard to the Oil City Branch, extending from Mahoning, Armstrong county, to Oil City, in Venango county, we refer to the report of the Chief Engineer, who has very fully stated the details of this important branch, the cause of delay and the prospects of completion. Fourteen miles of this branch, we feel safe in saying, will be in running order early in the spring, and we look to its completion to Oil City in the early fall. The severity of the present winter has necessarily caused great delay, but as it was entirely unavoidable, it can only be met by a renewed exertion in the spring, so that we will soon add to our earnings the shipments from the wealth-giving territory which this branch, we confidently believe, is destined to penetrate.

TREASURER'S REPORT.

The financial details as given in the report of the Treasurer will exhibit an encouraging prospect. You will see that under the provisions of the act of Assembly, entitled, "An Act authorizing the Allegheny Valley Railroad company to borrow money," approved February 10th 1866. Bonds secured by a mortgage have been issued to the amount of \$4,000,000.00, all of which have been placed except 400 bonds of 1,000.00 each. The 800 bonds of \$1,000.00 each (which under the terms of the mortgage are specifically appropriated to redeem the first and second mortgages heretofore executed on a portion of the road,) have been in a number of instances exchanged and we hope to be able soon to announce the entire liquidation of the first and second mortgages referred, to leaving the general mortgage as the only bonded indebtedness of the Company.

Amount of General Mortgage bonds authorized.....	\$4,000,000
Appropriated to liquidation of first and second mortgage referred to, 800 bonds of \$1,000 each; Settled judgement Allegheny Co., 200 bonds of \$1,000 each; Paid to Brady's Bend Iron Company for rails, 200 bonds of \$1,000 each.....	1,200,000
	<hr/> \$2,800,000
Placed in the city of Pittsburgh....	2,400,000

Leaving 400 of \$1,000 each yet to place..... 400,000

By reference to the Treasurer's report, it will be seen we have on hand to apply to the finishing of our road the following:

Cash in Treasury.....	\$ 500,000.00
Advance to Brady's Bend Iron Company on account for iron made for Oil City branch.....	300,000.00
Bonds remaining on hand unsold.....	400,000.00
We also have the power to issue a preferred stock for.....	1,000,000.00
	<hr/> \$2,200,000.00

We cannot close this report without expressing our acknowledgements to the capitalists of the city of Pittsburgh, for the prompt and liberal manner in which they came forward and purchased the bonds issued under the mortgage, and we turn with just local pride

and pleasure to the fact that \$2,400,000 have been subscribed and paid by citizens of Pittsburgh. Our people, it is true, are sometimes slow, but no business men are more solid. When once aroused to the importance of an enterprise and the safety and value of the investment, none, we aver, are more prompt and liberal; as this 129 miles of road, made by Pittsburgh capital and enterprise, fully attests. The importance of the various connections which this road must ultimately give to our city, the vast country, and the numerous markets which it will open for our manufactured articles, returning us mineral supplies of every kind, must as it already has awakened the confidence of our people and, arouse to action every well-wisher of the city of Pittsburgh.

No extraneous aid has been given us, and no one can deny that Pittsburgh in this matter has been true to herself. We express the ardent hope that as the work nears a glorious completion, and becomes hourly more valuable to us, that the wise energy and liberality thus evinced by our people will be continued.

WILLIAM PHILLIPS,

President A. V. R. R. Co.

On motion, the reading of the reports of the Secretary, Treasurer, &c., was dispensed with, the reports accepted and adopted, and ordered to be published.

Philip R. Brunot offered the following resolution, which was unanimously adopted:

Resolved, That the incoming Board of Managers are hereby instructed to use all proper exertions for the completion of the Franklin Branch at the earliest period, and if deemed necessary, to dispose of the whole or any part of the one million dollars of preferred stock authorized to be issued for this purpose.

Resolved, That it is also respectfully recommended to said Board to consider the expediency of using the whole of said stock in completing said branch, and applying that portion of the proceeds of the bonds towards the construction of the entire line to a connection with the Philadelphia and Erie road, or some other eastern connection.

The chairman announced that the following officers of election had been appointed by the Board, viz: John Harrison, Judge; Patrick Hawley and William Baldwin, Tellers; after which an election of Managers to serve for the ensuing year was held, with the following result:

Managers.—William Phillips, James B. Murray, James Park, Jr., B. F. Jones, W. K. Nimick, Thomas McCulloch, J. Patton Lyon. Number of shares voted, 18,369.

END OF THE IRON WORKER'S STRIKE.—The "lock out" approaches an end. The workmen, unable longer to hold out against capital, are about to resume work at the figures offered by the iron masters. Much actual suffering from want has been experienced in the ranks of the strikers and they are forced to yield, without having accomplished any single good from their long-continued strike. We believe the iron masters are disposed to deal fairly with their workmen, and from the losses sustained by them from the strike, any unprejudiced person will judge that the paying of the demanded price was a matter of impossibility with them. Labor is worth its marketable value, no more, no less. The workmen, we believe, conscientiously thought that their demands were just, while the iron masters knew that to run their mills at the prices

asked would sink them into bankruptcy and ruin. But we trust a true understanding of the case has been reached, and that work will at once be resumed. Yesterday, Painter & Co.'s extensive mills resumed, the puddlers accepting \$7 60 per ton, and we understand other mills are about to follow the example, and thus ends the great lock out which has long paralyzed the trade of the city, and kept hard times lurking about our doors. After a resumption of work, trade will brighten, and our merchants will experience better times than they have had for a long time past.—*Pittsburg Gazette*, April 17.

The Great Railroads—Important Movements.

The Pennsylvania Central is one of the great railroads which connect the East and the West. The aim of the trunk lines has been to reach out westward from their original termini. Thus the New York Central has a close alliance with the Lake Shore and the Cleveland & Columbus, which brings it as far West as Columbus and Springfield. At the latter point it strikes the Cincinnati & Eastern Road, and this has now the perpetual right of way over the C., H. & D. Railroad to Cincinnati. This completes one great line between this city and New York.

Next comes the Erie and Atlantic & Great Western, which have formed a close alliance with the Ohio & Mississippi, and with a uniform gauge, freight trains are now run without change from New York to St. Louis. On the passenger trains, sleeping cars are taken direct from this city to New York, and the next step will be to take these cars over the entire route between the Atlantic and Mississippi. The advantages which this uniform gauge and the close connections secure to the Erie & Atlantic route are too apparent to be overlooked by the managers of rival roads. The New York Central interest, as we have seen, is safe at Cincinnati, but it must go farther West.

In regard to the Pennsylvania Central we read the following in the Philadelphia Ledger:

"The Pennsylvania Central Railroad Company has bought and possesses the Columbus & Indiana Central Railroad—giving the Company a continuous line from Philadelphia to Indianapolis. The bargaining for the Pacific Railroad of Missouri has already been commenced. That concluded, it will remain to acquire the line from Indianapolis through Terre Haute and Alton to St. Louis, and then the Company will control a line extending from Philadelphia to the western terminus of the Eastern Division of the Union Pacific Railroad, wherever that may be."

The Pennsylvania Central already controlled the Pan Handle road from Pittsburg to Columbus—the shortest route to the East, and one that is growing rapidly in favor with the traveling public. Now it secures the direct line from Columbus to Indianapolis, and is about to lay its hands upon the Indianapolis and Terre Haute and Terre Haute and Alton roads, and does not propose to stop at the Mississippi, but reach out beyond. It had been understood that the Terre Haute and Indianapolis road had been secured by the Indianapolis & Cincinnati Company, but this arrangement seems to have fallen through. The question with the Terre Haute managers now is, whether they will dispose of their road to the Pennsylvania Central, or have a competing line built along side.

Meantime the Danville route from Indianapolis to the Northwest, which was supposed to have been killed when the Indianapolis & Cincinnati road purchased the Lafayette line, has sprung into life again, and is now, we understand, certain to be constructed.

While these things are going on, the Baltimore & Ohio Railroad Company are not idle. The managers of this mammoth corporation have been buying up the stock of the Marietta & Cincinnati Railroad, with a view to controlling and completing it to Cincinnati. It will then only remain to build a bridge—or rather to finish the bridge at Parkersburg—in order to secure a continuous line from Cincinnati, via Baltimore, to Philadelphia and New York. Besides, the Baltimore and Ohio Company are establishing a first-class line of steamers between Baltimore and Europe. Already much of the foreign goods imported for the West come over this line. It is not certain yet, what particular connection the Baltimore & Ohio Company will have beyond this city. The interest of the Indianapolis & Cincinnati road will be with the Lake Shore and New York Central route, since the Pennsylvania Central have determined upon a through Western line of their own, which will compete with the Indianapolis & Cincinnati road for Western business. We also learn that the Little Miami Company have abandoned the project of a connection through the city with the Western roads.

The Ohio & Mississippi will, of course, work with the Atlantic & Great Western. What then will remain of Western traffic from this point, for the Little Miami and Baltimore & Ohio?

It will be seen at once that the Pennsylvania Central project will operate chiefly against this city. The consolidation of the Indianapolis & Cincinnati with the Lafayette road will be in our favor, as would have been a similar arrangement with the Terre Haute road, because it would have been the aim, as it would have been the interest of the I. & C. Co. to have brought the trade of the Wabash to this city.

It remains for Cincinnati to strike out southward and westward, with a view to opening up new feeders. It will not do for our people to go to sleep while powerful corporations are tapping the country all around us.

The Cincinnati & Indianapolis (Junction) Railroad, which is partly built and partly projected through what may be termed the garden of Indiana, which has languished for so many years, should have been completed long ago. This would serve as an important feeder to the trade of our city.

Another line which our interests require, runs from Connersville via Newcastle and Muncie to Fort Wayne. At the latter point it connects with the road which is being constructed to the lumber regions of Michigan.

Nature has designated Cincinnati as the commercial center of that portion of country through which these lines run, but in consequence of the absence of railroads connecting directly with this city, other places have secured the trade. Matters are now in such a condition that it would require little effort, comparatively, on our part, to secure a direct line of railroad to Fort Wayne, and thence to the lumber regions of Michigan; but we do not know that any steps have been taken to do even the "little" that is needed.

It is manifest, however, that if we would not lose an immense and profitable trade which is within our reach, we must wake up to the importance of doing that which is necessary to secure it.

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L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLS, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indianapolis
[Aug. 2, 1866.]

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TO

EASTERN CITIES!

NOV. 19, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....		8:30 P. M.	
DAYTON.....	1	11:00 "	
URBANA.....	1	12:40 A. M.	
GALLON.....		3:35 "	
MANSFIELD.....	4:15 "	4:25 "	
MEADVILLE.....	12:45 A. M.	1:15 P. M.	
Arrives SALAMANCA.....	5:20 "	6:15 "	
OLEAN.....	6:38 "	7:55 "	
HORNELLSVILLE.....	8:47 "	9:30 "	
CANNING.....	10:40 "	12:16 A. M.	
ELMIRA.....	11:12 "	12:52 "	
OWEGO.....	12:33 P. M.	2:18 "	
BINGHAMPTON.....	1:18 "	3:07 "	
PORT JERVIS.....	6:27 "	8:10 "	
NEW YORK.....	10:30 "	12:30 P. M.	
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.	

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
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DIRECT CONNECTIONS } At Salamanca with Erie Railway.
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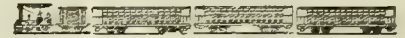
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
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and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
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CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. B.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburgh 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

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	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

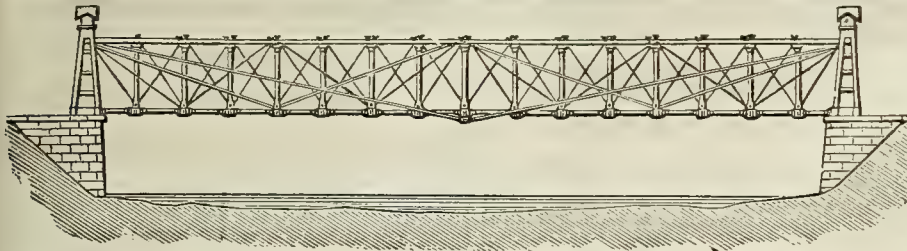
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



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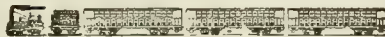
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The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my 11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If 7 Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. my 11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

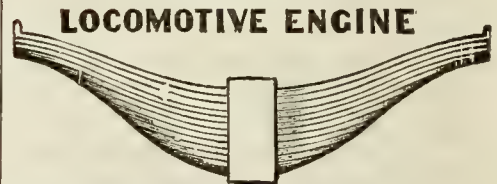
RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 30 P. M.
Toledo & Detroit..	7 00 A. M.	9 30 P. M.
Dayton & Sandusky Mail..	7 00 A. M.	5 25 P. M.
Richmond & Chicago..	7 00 A. M.	9 30 P. M.
Dayton Bellefontaine and Richmond..	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada..	6 00 P. M.	10 30 A. M.
Hamilton Accommodation..		6 45 A. M.
Richmond & Chicago..	7 00 P. M.	9 30 P. M.
Hamilton Accommodation..	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville..	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville..	7:15 P. M.	7:20 A. M.
For Louisville—Special Train	3:45 P. M.	2:10 P. M.

One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago. Advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE, General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 34 inches in diameter, and branches for same, &c.,

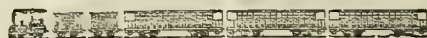
Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
RY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.
Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express).

SUNDAY TRAINS.—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, } Editors
T. WRIGHTSON. }

CINCINNATI:
THURSDAY, APRIL 25, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00
Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	7:00 A. M.	10:00 P. M.
Night Express.....	8:30 P. M.	8:00 A. M.

LITTLE MIAMI.

Morning Express.....	7:30 A. M.	7:55 P. M.
Milford Accommodation.....	8:25 A. M.	10:20 A. M.
Express Mail.....	3:50 P. M.	6:25 A. M.
Columbus Accommodation.....	3:50 P. M.	4:10 P. M.
Lightning Express.....	8:00 P. M.	8:00 A. M.
Morrow Accommodation.....	5:20 P. M.	9:50 A. M.
Night Express.....		

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.
Baltimore and Washington City
Express Mail..... 7:30 A. M. 5:00 P. M.
Baltimore and Washington City
Night Express..... 12:35 A. M. 5:50 A. M.
Marietta and Parkersburg Mail..... 7:30 A. M. 5:00 P. M.
Jackson and Portsmouth Mail..... 7:30 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation..... 3:55 P. M. 10:00 A. M.
Loveland Accommodation..... 5:45 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	10:00 P. M.
Toledo, Detroit and Canada.....	8:30 P. M.	7:10 A. M.
Richmond and Chicago.....	7:15 A. M.	11:55 P. M.
Richmond and Chicago.....	5:00 P. M.	1:50 P. M.
Bellefontaine and Sandusky.....	7:00 A. M.	10:00 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Indianapolis & Cambridge City.....	7:15 A. M.	10:00 P. M.
Indianapolis & Cambridge City.....	3:00 P. M.	10:30 A. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:40 P. M.
Dayton Accommodation.....	5:30 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Cornersville, Cambridge City and Indianapolis Mail.....	7:15 A. M.	10:00 P. M.
Cornersville, Cambridge City and Indianapolis Express.....	3:00 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	11:25 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	1:10 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:40 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:30 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	6:00 A. M.

KENTUCKY CENTRAL.

Morning Express.....	6:10 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:30 A. M.	4:10 P. M.
Lightning Express.....	8:00 P. M.	5:25 A. M.

Our Foreign Trade.

We have received from Mr. Delmor, Director of the Bureau of Statistics in the Treasury Department, the returns of our Imports and Exports for the months of January and February, 1867. They afford an insight into our foreign trade, by giving the exact details of that trade; and it may be interesting to see, in what articles we deal with other countries. The total value of Foreign Imports for those months were:

January.....	\$25,229,283
February.....	\$30,469,555

making a total of \$55,698,838 for two months.

The principal articles and the value thereof, which make up this sum, were as follows:

	January.	February.
Gold and Silver.....	\$550,091	\$181,213
Rags (7,804,769 lbs.)....	162,252	199,589
Coffee (32,621,436 lbs.)..	1,429,529	2,007,560
Cotton (manufactured).....		
17,346,376 yards.....	3,874,183	3,319,151
Fine (manufactured).....	2,195,562	1,521,062
Hides.....	688,697	1,150,576
Iron and Steel.....	1,724,170	1,953,330
Silk (manufactured).....	1,864,937	1,650,831
Sugar.....	420,143	1,690,677
Tea.....	455,221	2,397,159
Wool Manufactures.....	4,349,888	4,175,397

These are the principal articles of import into this country. There are several leading articles to which there can be no objection. We do not raise coffee, tea, silk or sugar, to any considerable amount; so that, so far as we need them, their importation is a necessity. The value of these articles is \$12,000,000, and that is only one-fourth of our total importations for those months. Of some of the leading articles imported, we are inclined to say—shame! Such for example is woolen manufactures. We ought not to import a yard of these; and yet in two months we imported woolen manufactures to the amount of eight millions of dollars. It is also remarkable, that in the same months, we imported 2,500,000 lbs. of wool. In fact, we do not raise in this country more than two-thirds the amount of wool we consume; and yet there is no better country for the production of wool. The principal part of woolen manufactures imported is what is called "dress goods," which amount to \$3,500,000. This, with the great amount of silk goods and jewelry imported, show the rapid advance in luxury.

One of the curious articles of importation is "rags." These are imported to make paper with; but, we have never been able to comprehend exactly, how Europe can afford to export us rags, or why we should not have rags enough of our own; and quite as strange is the fact, that we import large quantities of paper. Indeed, paper making in this country has not been generally profitable, and the reason given is, that the makers can not get cheap rags. We hear, however, that Indian corn, the stalks of it, can be made into paper of the best quality. If so, paper ought to be made cheap; for certainly corn fodder is

cheap enough. We have seen immense quantities of it burned in the fields.

Now, let us see what we have got to return for this. The exports from this country are made up of three different classes: 1. Domestic produce; 2. Gold and silver; 3. Foreign goods, re-exported. We might add to these, the bonds and stocks of the Government and corporations. The last is probably a large amount; but we have no means of ascertaining it.

The total value of articles exported in the months of January and February, were as follows:

In January.....	\$39,948,603
In February.....	38,475,875

Making a total of..... \$78,624,688

Add, from Reports after received—

For the month of February..... \$3,937,152

Add foreign merchandise, re-exported..... 3,085,999

Aggregate of all Exports..... \$85,447,639

This, however, is counted in our currency, while the imports is in gold. We must, therefore, deduct 35 per cent. from export values, in order to compare their values with those of imports. Making this deduction, we find the aggregate gold value \$63,400,000. We find, therefore, that the export values for January and February are really eight millions greater than the import values; so that, we really have made a good business of our trade in January and February of this year. If the residue of the year were at the same rates, we should import \$330,000,000, and export \$380,000,000 in the year 1867. But, it is not likely to be exactly so; for the spring months are the great importing months.

The principal articles of our exports were:

	January.	February.
Breadstuffs.....	\$1,974,324	\$1,850,411
Cotton.....	26,098,865	25,737,282
Provisions.....	1,903,000	2,245,664
Tobacco.....	777,854	955,595
Gold and silver.....	3,818,758	1,774,744

This table shows the perfect revival of the cotton trade; and although a great deal has been said about the failure of the cotton crops in 1866, yet we see plain enough it was no failure. There was, no doubt, a great diminution of the crop, which *might* have been; but, in fact, there was a large cotton crop, and the amount brought to market exceeded two millions of bales, and the average price was thirty-one cents per pound. Reducing this price to gold, the *actual value* of the cotton crops was *equal to that of the crops before the war*. Our cotton crop in 1866 was worth in the markets *three hundred millions of dollars*. It is not probable it will be worth more for several years; for if the crop were doubled in amount, it would fall almost in the same proportion. The next article of much importance is *provisions*, comprehending pork, lard, bacon, beef, butter and cheese. The exports of these articles is increasing; it must in the end be very large. The next

article is breadstuffs, and in this there has been a great falling off, particularly in wheat and flour. The export of Indian corn and meal is, however, increasing, and probably it will in some future years, be immensely large. No species of breadstuff in Europe or America, can be raised as cheap as Indian corn, and no article of food is more valuable. Hence, the demand for it in Europe will increase, and the means of supply in this country are unlimited. We export oils (of which petroleum constitutes nine-tenths) to the extent of two millions per annum. At present, the supply of petroleum keeps up, and there is likely to be a continued export of it for many years. On the whole, our foreign trade is now in a very good condition, and we no longer feel, that there is any great danger from importations. Sometimes such an event will occur; but, in the long run, our exportations will exceed our imports, and we shall accumulate wealth from surplus products.

Transportation—low Tariffs.

The New York *Tribune* after giving the schedule of rates from Chicago to New York, makes the following very poor mouth, just as if it had no responsibility to shoulder in reference to the war; and it appears to enjoy a sort of satisfaction at the burthens imposed upon the people. The *Tribune* says:

"At these starvation rates there is nothing to make dividends from. This absence of freight shows very plainly that the West is not thriving, but like the East is poor, and commencing to pay in reality the cost of the Rebellion."

Now this is a direct perversion of the truth, and the *Tribune* well knows it. The low rates of transportation has no more to do with the "cost of the rebellion," than the foolish contest (in which the public are not interested) between "H. G." and "T. W." has to do with the "prospects of war in Europe." The truth is, the West has but little to sell on account of shortness of the crop of last year, and the further fact that a cheaper avenue and equally as good a market is open to the heavy traffic of food products via the Mississippi River and its tributaries.

Liabilities of Counties for subscriptions to Railroads.

JUDGE BALLARD at the late term of the United States Circuit Court in the city of Covington, very justly awarded a peremptory writ of mandamus against the County Courts of Bath and Montgomery Counties, requiring them to levy and collect taxes to pay the interest on some \$350,000 of bonds issued by those counties to the Lexington and Big Sandy Railroad Company. These counties have refused and neglected to pay the interest on their bonds for a number of years past, claiming that they were not obligatory upon them. The causes were argued in January last, but held up for decision until the recent term of the court.

The West and its Trade.

EFFORTS TO CONTROL IT.

The following article from the *St. Louis Republican*, will give a sort of insight into the importance that is attached to the trade of "the West," and the efforts being put forth to control it, by the various large cities and the railroad companies that are their feeders. The great corporations known as the trunk lines, are extending their arms out to receive it, and the various cities on the lines of route through which it is supposed it can be made to flow, are straining every nerve to divert it to their own exclusive benefit. Cincinnati, alone of all the large cities is exhibiting indifference, and making no efforts whatever to secure any portion of it, and indeed but little other trade that can be called exclusively her own. This is one thing in which Cincinnati is deficient. Long lines of Railroad, under one control, are what bring trade from distant points to large cities. The roads owned and controlled in Cincinnati, that are direct tributaries to her trade, bear a very unfavorable comparison in respect to length and influence, to those centering in almost any other city, that makes any pretention whatever. This supineness cannot fail to have its influence on the future prosperity of the city, and although we do not believe that anything can prevent its growth, yet it may be rendered more slow and tardy, by neglecting to improve opportunities.

The *Republican*, says:—The Union Pacific Railroad, Eastern Division, is speedily advancing its work toward the West, and displaying an energy which leaves no reason to doubt that the 250 miles promised will be finished this year, so that by December 31, cars will be running to a point 568 miles west from St. Louis. Yesterday the company applied for commissioners to examine the seventh section of their road, embracing twenty-five miles. By the time the commissioners arrive, thirty miles will be ready for their inspection. This will be to Salina, fifty miles west of Fort Riley where the cars will be on Saturday. The erection of depot buildings at that point will be commenced this week. The track is already graded fifty miles beyond Salina, and track laying advances at the rapid rate of a mile and a half per day. Large gangs of men are at work grading for one hundred miles beyond Salina. Over 110 miles of iron have been shipped west from St. Louis, for the road beyond Fort Riley, and twenty miles more are on the way from the works in Pennsylvania. In addition to this, the company has just completed contracts with the Cambria, Lochiel, and Danville iron works for seventy miles of rails, the delivery of which is to begin next month, and continue through the summer. While the President of this road, John D. Perry, Esq., and his associates are thus, with remarkable industry and effective activity, discharging the responsible trusts confided to them, the people of St. Louis should bear in mind that the main controlling road to the Pacific is, beyond all question, the one of which we are speaking now. The indications this spring are quite decisive that the Pacific road, with its terminus at Omaha or Council Bluffs can offer no successful competition with

that from Kansas City. Two gentlemen who were at Omaha on the 26th of March, inform us that they crossed the Missouri at that point in the stage with fourteen others, the ice being four feet thick. No train on the North-west road had reached Council Bluffs for twelve days on account of the snows, and no train had run on the Omaha Branch of the Pacific since the last heavy snow fell, a period of three weeks. The embarrassment and delay occasioned by the deep and abiding snows of that northern region are realized not merely by the public, but most seriously by the railroad company itself, which has found resumption of work upon the road an absolute impossibility. While that which may be called the St. Louis Division, under the direction of Mr. Perry, all through the winter encountered no obstacles from snows, or other causes incident to an extreme northern and inhospitable latitude, and at the earliest moment this spring was advancing as now, at the rate of a mile and a half per day, the Omaha branch buried in drifts, was employing its force in shovelling snow from its track built last year at the rate of a mile a week, its regular business operations and continued construction being out of the question altogether. Our sister city of Chicago, which has perfected her railroad connection with Council Bluffs or Omaha, and which has counted herself thus in the direct east and west line of connection with the Pacific, perceives very clearly the embarrassing liabilities to which the road is subjected through the causes we have named, and looks southward to perfect her connections by way of Quincy and Kansas City with the unembarrassed division under the direction of President Perry. Chicago intends that this division shall be just as truly a tributary to herself as to St. Louis, and, with the present advantage of the same gauge on all the roads from Chicago to Kansas as that of the Union Pacific, it will be more of a Chicago than a St. Louis road. It does not appear to admit of debate one moment among competent railroad men, that the great bulk of traffic seeking the East and West will be controlled by the unity of gauge. Roads everywhere between the Mississippi and Atlantic, and the northern line from Chicago, and on the southern from St. Louis, have for the past ten years been seeking to adjust their gauges to each other. Where it could not be done by a re-location of the rail, it has been done by "compromise" cars, with running gear, constructed to meet the variations in gauge in different roads. Chicago and her citizens had quite a jubilee last year over the unbroken gauge, arranged by which cars from Chicago ran to New York. At the present moment peculiar advantages are enjoyed by the Ohio and Mississippi road, whose like gauge with the Atlantic and Great Western and New York and Erie roads enables cars loaded at St. Louis, to run to New York in four days, the time and expense consumed in transfers being avoided by the unity of gauge.

St. Louis has a grand interest in becoming the Eastern terminus of the Pacific road. The head quarters of that road should be in this city, and the Union Pacific and the Missouri Pacific should be one. It is too late now to ask why the gauge of the Union Pacific was determined by Congress at four feet eight, or whether a wider would not have been better. The gauge is fixed, and corresponding as it does with an unbroken line of road from Kansas via Quincy and Chicago to the Atlantic, it would seem that St. Louis at the end of the Missouri Pacific with its five feet six gauge is thrown out of

the Atlantic and Pacific connection. There is something here for St. Louis to think of. Its commercial interests, its river interests, are all involved in it. For many years we have held up to our view, visions of the trade of Asia flowing through this city. A rock on an island in a river will not more surely create a diversion of the current than will a break of gauge in the current of traffic. It will follow the unbroken line. We want the trade of Kansas and Colorado. We can have it and keep it, if we will. But our enterprising rival Chicago, knows that she enters the field with an incontestable advantage so long as St. Louis must break bulk at Kansas City. If, by the diverse gauge of the Missouri Pacific, Kansas City becomes in fact the eastern terminus of the Union Pacific, St. Louis must resign to Chicago and the northern lines a very large proportion of the traffic that naturally would flow to St. Louis. When our bridge is built, beyond all question there will be a readjustment of gauges eastward. A third rail will be laid on the "broad gauge" through to New York, or a universal four feet eight gauge will be adopted. We are well aware that this matter has been a subject for consideration among railroad gentlemen in St. Louis. It is most earnestly desired by many that the gauge of our own Pacific be adjusted to meet the Union Pacific. It is believed to be essential to its ultimate prosperity and indispensable to the interests of St. Louis. It has been openly proposed in some circles that the Union Pacific corporation shall become the purchaser of the Missouri Pacific and practically consolidate the two. In due time proper legislation would effect their legal consolidation, placing St. Louis where she ought to be, as the Mississippi terminus of the road to San Francisco.

We have nothing to say at present concerning any proposed transfer of our own Pacific to the Union Pacific. Our own road has been built and maintained by the liberality and energy of the citizens of Missouri, and managed by a Board of Directors, who by their fidelity and success, have commended themselves to the public confidence. But we are sure the time has arrived for a consideration of this gauge question, as we are equally sure that the interests of St. Louis require that there shall be no break of gauge at Kansas City.

The *Mechanics' Magazine* says that the President of the London Society of Engineers, in his inaugural address for this year, says that "at the present moment it is proposed to bring together nations between which there is a sea of twenty miles, and there would appear to be no substantial reason to consider this task impossible either by the construction of a multiple spanbridge or a subway across." It will be seen from the above that it is really in earnest that it is proposed to unite France and England by rail. Why not tunnel the Atlantic and unite New York and Liverpool?

AIMING RAILROADS.—The Boston, Hartford and Erie Railroad having been by its representatives, before the Massachusetts Legislature, to ask the aid of the State to the extent of three millions of dollars, in order to complete the road, the House Committee on Railroads and Canals has unanimously and wisely reported in favor of granting the petition.

Atlantic & Great Western Railway.

[From the Liverpool Times, of April 7.]

A meeting of the divisional bondholders in this railway was held on the 2d instant, at the London Tavern—Mr. Curtiss in the chair—to consider the propriety of foreclosing the railway and appointing a committee to collect the money and pay the over-due coupons. The chairman, in opening the proceedings, entered into a history of the difficulties of the company, and dwelt on the necessity of taking the step contemplated by the promoters. The line was not paying its working expenses; it was in a very bad condition, and an immense sum would be required to put it in order and complete the extensions; and the only course by which the divisional bondholders could get anything was by selling. He concluded by moving that a committee be appointed to collect the coupons on the divisional bonds and to take such proceedings as they may think advisable for the foreclosure of the railway. Sir W. Russell (chairman to the committee of bondholders appointed at a recent meeting) strongly deprecated the course proposed as tending to injure all parties concerned. Since the committee were appointed they had acted, he said, with perfect unanimity. They had succeeded in getting a gentleman of the highest character and position, General Potter (of the firm of Brown, Shipley & Co.) to take the management and act as receiver. That gentleman would act for all interests, and he was appointed with the concurrence of the gentlemen in America, who were the trustees of the divisional bondholders as well as the consolidated bondholders. The result of this was that they got hold of their property, which would no longer be squandered, and the courts would insist, as they had done from the first, that the divisional bondholders should take strict precedence, and that all other interests, should be fully cared for. It also put an end to the power of the twenty-one directors in America, and to the enormous expense which had been going on. Before that was done Mr. McHenry gave the committee the fullest powers placing his shares in the hands of the committee as trustees for him, and thereby giving them full voting power. That precautionary measure had proved unnecessary in consequence of the appointment of a receiver, who was simply a dictator. Before the committee assented to Gen. Potter's being appointed to act as receiver, it was made a condition that he should resign if the committee should require him to do so, and thus he was a managing director under the control of the committee in this country. [Cheers.] It had been ascertained that only £150,000 would be required for the repairs of the line. As regarded foreclosing, the only object of that was to play into the hands of a number of American speculators on the other side. [Hear, hear.] A gentleman armed with full powers as regarded the property would sail for America on Saturday, and he hoped that two other members of the committee, including himself, would shortly follow. The sale of surplus lands would, he hoped, enable the committee to pay the divisional bondholders earlier than had been anticipated. After some further discussion, the resolution having been withdrawn, a resolution was unanimously passed expressing entire confidence in the committee appointed at the recent meeting. Mr. T. Cave M. P., in acknowledging the resolution on behalf of the committee, remarked that there might be parties on the other side of the Atlantic who wanted to buy the line for nothing. [Hear, hear.] He added that the receipts

where increasing, and that the divisional bonds would, in his opinion, soon be worth par, and the consolidated bonds would be very valuable. The chairman took a different view of the matter. On the motion of Mr. Hart-ridge, thanks were voted to the chairman, and the meeting then separated.

PITTSBURGH AND FORT WAYNE RAILROAD MEETING CALLED.—At a meeting of the Board of Directors of the Fort Wayne Company in this city to-day, the following Resolutions were adopted, looking to an early adjourned meeting of the Shareholders:

1. *Resolved*, That the President be requested to designate Thursday, the 23d of May, 1867, at 12 M., at the office of the Company, in Pittsburgh, for the re-assembling of the adjourned annual meeting of the stockholders of this Company.

2. *Resolved*, That for the purpose of procuring new and additional equipment for the increasing business of the road and other necessary facilities and improvements, this Board recommend to the shareholders an issue of 15,000 shares of Capital stock, and the following detailed estimates for such work be submitted to the stockholders.

3. *Resolved*, That the said issue of stock shall be disposed of as follows, viz: The persons being stockholders on the books of the Company on the 10th day of June, shall be entitled to subscribe for new stock to the extent of 15 per cent. of the stock respectively held by them on paying 80 per cent. of the par value thereof, 20 per cent. being credited to them and debited to the surplus fund; that the transfer books will close on the 10th of June, and remain closed until the 20th of June; the subscriptions will be received at the office of the Transfer Agency in the City of New York, and at the principal office in Pittsburgh, from the morning of the 20th of June, until 2 P. M., of the 29th of June, when the right to subscribe will cease, and any stock not subscribed for will be disposed of as the Board may direct.—[N. Y. Times.]

EVANSVILLE, HENDERSON AND NASHVILLE RAILROAD.—The Evansville *Journal* learns that the petition which was circulated in Henderson, requesting the Council to subscribe \$300,000 in the E. H. & N. R. R., obtained the signatures of a large majority of the voters of the town. This, it is thought, will insure the prompt issuing of the bonds, and materially advance the prospects of the road. The people of Hopkins county have authorized that county to take \$150,000 in stock. There was great enthusiasm manifested in Henderson, on Monday evening, over the result, and the snorting of the iron horse, it is anticipated, will soon be heard in that heretofore quiet little village.

Receipts of the Western Union Railroad Company for the week ending April 21:

	1867.	1866.	Inc.	Dec.
Freight	\$5,758 18	\$6,891 96	.....	\$1,133 78
Passengers	3,364 35	3,130 80	\$233 55	.....
Express & Tel.	320 00	250 00	70 00	.....
Mail	375 00	379 91	.....	\$4 91

Totals..... \$9,817 53 \$10,652 67

Receipts from January 1, to April 21,—

1866	\$149,041 09
1867	\$130,213 08

Decrease..... \$18,828 03

Engineering says that the London and Northwestern Railway has a capital of \$350,000,000. Huge!

Southern Railroad and the Bonus.

[From Cincinnati Commercial.]

LEXINGTON, Ky., April 20.

EDS. COM.—I understand that it is now proposed to modify the subscriptions made to the Southern Railroad by citizens of Cincinnati last year as a *bonus*, so as to make one half payable whenever the road shall be completed to South Danville.

The extension of the road to that point is certainly desirable and would be of great advantage to Cincinnati as it would secure the greater portion of a large trade which is now forced to Louisville. But the proposition seems pretty clearly to indicate the abandonment of all expectation of being able to continue the road to a point in Tennessee, connecting it with the Southern system of railroads, as was contemplated when the subscriptions were made. Now if the road should stop at South Danville is it not asking too much of the subscribers to a *bonus fund* to give one half of their subscriptions as a *gratuity* to aid in the extension of the road from Nicholasville to South Danville? The cost of such an extension, I am informed, will not exceed one million of dollars—a responsible party having offered to complete the work for that price.

Now if Cincinnati should donate \$250,000, Boyle County (as is proposed), \$100,000, Mercer County \$50,000, it would be giving a *bonus* of \$400,000 to a work that would cost only \$1,000,000. Would not that be rather generous on the part of the donors? It does seem to me, Mr. Editor, that if \$400,000 is paid to aid in the extension of the road to South Danville, those who pay it should receive stock for the amount of their respective contributions; then if the road should ever be extended in accordance with the original proposition, the remaining portion of the subscriptions could be paid and the stock certificates surrendered. This, it appears to me, would be just and fair between all parties.

ONE WHO IS INTERESTED.

EDS. COM.—The amount originally asked from the citizens of Cincinnati was one million dollars, one-half when the road was completed to Danville, and the balance when a Southern connection was reached in Tennessee. But for some unexplainable reason, and against the wishes of the immediate friends of the enterprise, the conditions of payment were so changed that nothing should be paid until the entire road was completed. Notwithstanding which, and the seeming interest of our citizens in this work, the entire amount they subscribed, after eight months' solicitation, was but four hundred and sixty thousand dollars, and by Railroad Companies two hundred and fifty thousand dollars, which latter was merely a division of profits of business derived from the Southern railroad after completion. It is not necessary to comment on the value of these subscriptions; suffice it, however, to say they are not sufficient to induce any parties to undertake the work.

Under these circumstances, what should be done? Is it best to abandon all further railroad extension South, and wait until our legitimate trade is permanently diverted into other channels, or shall we make an effort to do something proportionate to the public spirit already manifested?

A connection with the Lebanon branch of the Louisville and Nashville Railroad at, or

near South Danville, would add largely to the trade and business of this city. The crossing of the Kentucky River is the great impediment. Said river is like the Niagara below the falls, enlarged, and is an effectual barrier to the trade of this city with the great interior of Kentucky. An iron suspension bridge over this river will cost all of half a million dollars, and this expenditure is compressed within less than a quarter of a mile of distance. Louisville, in her railroad construction south of this river, has no such difficulties to encounter; yet she has made liberal contributions, payable in advance, or as the work progresses. The citizens of Cincinnati and the communities in Kentucky within the limits of this extension are asked to donate a sufficient amount to build this bridge, payable when the road is completed to the junction aforesaid, and with the privilege that every subscriber may take the amount of his or its subscription in the stock of the company, thus giving to each, not only the full benefit of his or its subscription, but also of what may be derived from those who prefer not to take stock, the great object being to make the stock desirable, and thus secure the required capital to build the road.

Wm. A. Green, Esq., the engineer who made the survey for the through line, is now engaged in calling on those who have subscribed, to so change their subscriptions that one-half thereof be made payable when the proposed extension is completed, and it is hoped he will meet with a ready response.

If arrangements can now be made to complete this first division of the Cincinnati, Lexington and East Tennessee Railroad, it will be a large advance in the right direction, and will give such additional stimulus to the whole project that it is much within the limits of probability the entire road to a Southern connection will be under contract before it is finished. It is the entire purpose of the company representing the above road to make every possible effort to continue it to a Southern railroad connection in Tennessee at the earliest practicable period.

THE COLORADO RIVER.—Mr. Samuel Adams, of Arizona, who is now in Washington on a mission to induce the Government to send a surveying party to continue the exploration of the Colorado River, has demonstrated in a letter to Secretary Stanton, that this stream is perfectly navigable for steamers of six feet draft, to Callville, six hundred and thirty miles above its mouth. The terrible dangers and perils of the canons Mr. Adams proves to be "chimeras dire," chiefly perpetuated by the California Navigation Company, who now monopolize the transportation business of the river, and by false representations seek to deter others from embarking in the same business. The swiftest current found in any of the canons was only two and a half miles per hour. Mr. Adams' chief object is to secure Government aid in exploring the river from Callville to the junction of the Grand and Green Rivers, a distance of 350 miles. He is confident that this is equally navigable with the rest, and that the entire and magnificent stream, from the point where the Pacific Railroad will cross it, 1,000 miles east of San Francisco, to the Gulf of California, a distance of 1,400 miles, will yet become one of the greatest arteries of commerce on this continent. Callville, the head of navigation, is in Utah, and is destined to be a city of commercial importance.—*New York Commercial List.*

Railroading in France.

DESCRIBED BY A VOYAGER FROM NICE TO PARIS.

[Correspondence Boston Post.]

Those who have a knack at figures can easily calculate without much exertion that the time made by the through trains from Nice is very good, the average being twenty-five miles an hour, including stoppages. This would be regarded as very fair speed in any country, especially when one takes into account the remoteness of the two cities, and the possibility of delays over so great a space. It would not, perhaps, satisfy the American idea which is gratified with being hurled on as if one were drawn by a comet, so that the telegraph poles look like a comb a thousand miles long; but still it satisfies the people of this benighted land, who have never heard of any thing better. The train consists of only first-class cars, and the price of a ticket is one hundred and twenty five francs, or about \$25 in gold. This amounts to nearly four cents per mile, and is somewhat more than would be paid for a similar trip in the United States. The number of cars was twelve, and it was certainly not a little interesting to notice how they were classified and arranged in order to provide for the necessities and requirements of modern travelers. Ten years ago such demands as are now made and granted without a murmur, would have been scouted as extravagant and unreasonable; to-day they are no longer refused, but tacitly acknowledged to be indispensable. Here again American and English gold has exacted from railway officials luxuries which its possessors can not obtain on any terms in their own countries, and these are even demanded as *sine qua non*s by those who can afford to pay for them. Most of your readers know that the French cars are so constructed that the passengers sit opposite each other, half riding with their faces, half with their backs, to the engine. Each has three compartments, and in each of these are seats for eight persons. All the decorations and appointments are comfortable and elegant, and each traveler has a handsome arm-chair, so thickly stuffed and springed that a roll down an embankment would hardly disconcert him. The forward end of most of the carriages has only one row of seats, and is called the *coupe*. The whole front is of plate glass, and offers an unobstructed view in every direction. This apartment is often fitted up with beds for two persons, and is then styled a *coupe-lit*. It offers as pleasurable a mode of journeying as the most exacting Sybarite could desire, and yet it has many a time been enjoyed by the descendants of the travelers who landed on Plymouth Rock in the dead of winter. I fear, alas, that Nice will prove the Capua of Cape Cod. And yet I don't know why even a pilgrim going in the wrong direction may not empty every possible pea, boiled or not, out of his shoes, and take such comfort as he can snatch on the wing. The arrangement that I have spoken of *sopra* is infinitely more healthy and agreeable than our sleeping cars, those vases of misery, perambulating sardine-boxes, sarcophagi full of nightmare ridden mummies, where after one passenger has done with his breath he passes it over to his next neighbor to be used again, till every body is breathing great "gouts" of carbonic acid gas, like a "commodity of warm slaves" in a Black Hole. It is of little use, however, to call up the agonies of a night in one of these infernal machines,

the more so that the *coupe-lit* can hardly be expected to be used in America on account of the great space required by each brace of traveling epicures who should wish to use it.

But the *coupe-lit* is not the only fastidious refinement of modern travel displayed on this model road. There is also a saloon car, which is really a drawing-room on wheels. It is elegantly furnished with sofas at the sides and a table in the center, and is frequently engaged by families or parties who wish to be together without intrusion from strangers. Another carriage is devoted to the mails, and forms a perambulating post-office in which the letters are assorted and the bags made up with as much security as if the whole establishment were anchored to the Pont Neuf. Some cars are provided with smoking facilities, and in others sensitive and unprotected females are allowed to ride without inhaling the tainted breath of that dreadful weed. In fact, so great is the variety of these cars that no two are exactly alike in their arrangements or the use to which they are devoted. It is both fortunate and necessary that this should be so; fortunate for those who from any cause are constrained to take so long a journey; necessary for the sick who are forced to resort to southern climes to prolong their lives, and who in many cases would be entirely unable to endure the fatigues of the trip if these comforts were not provided. The number of invalids that pass their winters on the shores of the Mediterranean is very great, and increases every year. Early as it is now for the delicate in health to go North, there were several of those thus afflicted on the train to Paris, and two were brought to the car doors on litters. Later in the season one of these trains must resemble a moving hospital.

Pacific Mail Steamship Company.

The following is the report of the Committee of the New York Legislature appointed to investigate the affairs of the above Company:

The Committee appointed to investigate the affairs of the Pacific Mail Steamship Company have unanimously agreed upon the following report: That without unnecessary delay they proceeded to the performance of the duties devolving upon them, taking such measures as seemed most likely to secure all the information needed to enable them to reach a fair and impartial conclusion. It is just to say that the officers and Board of Directors of the Company exhibited an earnest desire for the fullest and freest investigation, cheerfully answering all questions and furnishing such information as was desired. At the same time the Commissioners, in justice to themselves, must deny all knowledge of the newspaper publication of their proceedings. The reports which found their way into the press were at best but mutilated fragments of the testimony elicited, as will be seen by a comparison of the evidence officially taken and that palmed off upon the public by irresponsible persons, with the object, if any, of adding fuel to the flame of speculation. Briefly, the charges against the Company, or its Board of Directors, as specified in the preamble to the resolution under which your Committee was appointed, were as follows:

First: That the Board of Directors of the Pacific Mail Steamship Company had falsely and fraudulently, with a view to the accomplishment of their own private ends, and for

the purpose of depreciating the market value of the stock of said Company, to the end that the Directors might advantageously purchase the said stock, represented, and continue to represent, that the business of the Company is on the decline. **Second:** That the surplus moneys belonging to said Company are less in amount than in truth they are. **Third:** That the business prospects of said Company are gloomy and discouraging. **Fourth:** That these representations had created such a feeling of insecurity on the part of the shareholders that many were forced to throw their stock on the market, to their great loss, and, in some instances, their ruin. These charges would be serious if alleged against the management of the most insignificant corporation created by act of the Legislature, but when made against a powerful organization like the Pacific Mail Steamship Company, with \$20,000,000 capital, held by tens of thousands of our citizens, they assume a grave and important character. In view of this fact the Committee feel warranted in making a close and searching investigation into all the affairs of the Company. As regards the first charge, the only foundation for it seems to have been in the fact, that the usual quarterly dividend of five per cent. was reduced to three per cent.—a serious reduction to be sure, but not made for any speculative purpose. All the testimony seems conclusive on this point. Mr. Jerome, the heaviest loser by this fall, bears witness to the fact that the management of the Company is conducted with care and honesty. Even Mr. Garrison had to admit that he knew of no dishonorable transactions on the part of his associates. As to the charge that the Directors fraudulently represented that the surplus moneys of the Company are less than in truth they are, we can say it was not sustained, and present the following sworn statement of the profit and loss of the concern:

Profit and loss surplus, Nov., 1864.....	\$21,349 57
Profit and loss surplus, Feb., 1865.....	356,895 03
Profit and loss surplus, May, 1865.....	267,233 44
Profit and loss surplus, Aug., 1865.....	194,051 27
Profit and loss surplus, Nov., 1865.....	451,273 31
Profit and loss surplus, Feb., 1866.....	410,912 33
Profit and loss surplus, May, 1866.....	486,821 43
Profit and loss surplus, Aug., 1866.....	367,202 57
Profit and loss surplus, Nov., 1866.....	100,607 76
Profit and loss surplus, Feb., 1867.....	310,682 45

To ascertain the actual assets of the Company the Committee labored diligently. In cash, including coals, there is about \$10,000,000; in loans, \$2,000,000; in bills receivable and supplies, about \$1,000,000; in real estate, over \$2,000,000; in stock, taking the Company's valuation at 150, \$4,050,000; while the lowest estimate put upon the value of the steamers is \$10,000,000. This makes the assets not less than \$29,000,000, though, taking Mr. Jerome's valuation of the steamers, the total amount would be \$34,000,000, and, adding \$10,000,000 for the good will and patronage of the concern, the aggregate would reach \$39,000,000. The charge that the Directors represented the business prospects of the Company as gloomy, were not sustained. The net earnings of the Company are shown as follows:

For quarter ending Jan. 31, 1865.....	\$425,846 99
For quarter ending Jan. 31, 1866.....	324,639 21
For quarter ending Jan. 31, 1867.....	618,693 60

The Company actually divided more in dividends the last quarter than any preceding quarter. Their capital had been doubled, and three per cent. on \$20,000,000, is more than five per cent. on \$10,000,000. Other work was being done at this time requiring the outlay of vast sums. Several large

steamers were being built for the China line. Land had been purchased and wharves were being erected in the Celestial Empire for the transaction of the new business. All these matters tended to make the Directors very conservative. In order to make the dividend matter more clear, the Committee present the following sworn statement:

	Rate.	Amount.
In 1861—Capital.....	\$4,000,000	15 per ct. \$600,000
In 1862—Capital.....	4,000,000	20 per ct. 800,000
In 1863—Capital.....	4,000,000	20 per ct. 800,000
In 1864—Capital.....	4,000,000	20 per ct. 800,000
In 1865—Capital.....	4,000,000	20 per ct. 800,000
In 1865—Aug. 30, inc. to...	5,000,000	20 per ct. 1,000,000
In 1865—Sept. 19, inc. to...	7,500,000	50 do. sc'p 975,000
In 1866—Capital.....	7,500,000	stock.
In 1866—June 1, called in...	2,500,000	20 per ct. 2,000,000
	\$10,000,000	
1866—Oct. 1, inc. 50 m. shrs.	\$15,000,000	
1867—Jan. 2, 50 m. div....	5,000,000	2,400,000
	\$20,000,000	

In conclusion the Committee add,

First: That the Board of Directors of the Company conduct its affairs in an honorable and economical manner.

Second: While a dividend of four or even five per cent. might have been declared last quarter, still the directors in declaring but three, were actuated by honorable motives.

Third: The business of the Company has suffered no decline, and its earnings must continue to increase.

Fourth: The stock of the Company is worth all that is claimed for it by the officers (with one exception), 150, if not more, Mr. Jerome himself considering it a good investment at 200.

Fifth: The charges against the Board of Directors are entirely groundless, and the general management worthy of praise rather than censure.

Matured Financial Ideas.

The resumption troubles in England after her twenty-one years of suspension are often quoted in canvassing the question of resumption here. "History repeats itself," say some; to which we reply, "the history of the past fifty years is no repetition of any former period of the world; therefore the repeating theory is of no account. Those who have never seen a steamboat, a railroad, a telegraph, a sewing machine, a gas light, or a kerosene light, are excusable in not seeing that the world moves—in not seeing that modern history, the history of our generation, is *sui generis*, and not the repetition of any thing since the deluge."

The debt of England at the close of the war was four thousand millions of dollars. Ours is five-eighths only of that amount. In population and wealth we are three times what England was then. In short, England owed \$363 to each soul of population; we owe \$76 to each.

The greatest difference, however, after all, between the English debt then and our debt now, so far as resumption is concerned, lies in the quantity of the precious metals available at the two periods. For the century from 1750 to 1850, the annual product of gold and silver from all the mines of the world was but thirty-three millions of dollars. Now the annual product is more than two hundred millions.

In August, 1866, our Government commissioned J. Ross Brown to make a report on the mineral resources of the States and Territories West of the Rocky Mountains. The report is a book of 321 pages. In his introductory letter to Secretary McCulloch he gives the product of gold and silver for 1866 as follows:

California.....	\$25,000,000
Montana.....	18,000,000
Idaho.....	17,000,000
Colorado.....	17,000,000
Nevada.....	16,000,000
Oregon.....	8,000,000
Other sources.....	5,000,000
	\$106,000,000

Mr. Brown then remarks,—

"Assuming the estimate above given to be approximately correct, it will be seen that the States and Territories on the Pacific slope produce annually upwards of one hundred millions of the precious metals; a quantity more than four times as great as the total product of the world less than thirty years ago."

According to this, and allowing that one hundred millions more is produced from mines in other portions of the world, the product of the precious metals is eight times what it was during the first half of this century, and hence any given quantity of gold and silver carry with them but one-eighth of their former value. This we admit is not a fair deduction as yet; but let the product of 1866 be continued for 15 years, and then this result will be apparent to every political economist and financier. It is quite evident however that a dollar has lost something more than one-half of its former value.

From these facts it is demonstrable that our debt is not *one-fifth* the burden on this country that the debt of England was fifty years ago on that nation, and we come irresistibly to the conclusion that specie payment can be resumed with very little trouble as compared with that of England after her prolonged suspension.

The Government as we view the situation, can resume at any time, by paying specie only at the sub-Treasury in this city, letting the whole community including the banks, settle their debts in currency as they now do. This would ward off any drain upon the Treasury for specie, whereas, by forcing the banks to resume in specie, their Greenbacks would necessarily flow to the Treasury for gold, and balances would be drawn from the cities. There is no need of diffusing the gold into any part of the country. It should be all concentrated here.—*Bank Note Reporter.*

The Bankrupt Law.

The National Bankrupt Law becomes operative from the first day of June next. In some respects, however, it is retrospective in its operation, so that transactions of a certain character, even at present being consummated will come within its cognizance. It is provided under sections 35 and 39, that transactions which may have taken place within four months next before the commencement of proceedings in bankruptcy, shall come within the jurisdiction of the court. All acts of preference towards creditors are included under this provision. Section 35 of the act contains the following provision relative to such transactions:

"If any person, being insolvent, or in contemplation of insolvency, *within four months* before the filing of the petition by or against him, with a view to give a preference to any creditor or person having a claim against him, or who is under any liability for him, procures any part of his property to be at-

tached, sequestered, or seized on execution, or makes any payment, pledge, assignment, transfer or conveyance of any part of his property, either directly or indirectly, absolutely or conditionally, the person receiving such payment, pledge, assignment, transfer, or conveyance, or to be benefited thereby, or by such attachment, having reasonable cause to believe such person is insolvent, and that such attachment, payment, pledge, assignment, or conveyance, is made in fraud of the provisions of this act, the same shall be void, and the assignee may recover the property, or the value of it, from the person so receiving it, or so to be benefited."

It will be seen from this recital of the law that any preferences made to creditors since the first day of February, are liable to be rendered null and void, provided proceedings be entered within four months from the date of such act of preference. The law also provides that if the creditor who accepts such preference has reason for believing that the security was given in anticipation of insolvency, he shall not only be required to surrender the security to the assigner, but shall forfeit his claim upon the debtors' estate.

It is highly important that men of business should properly understand the liabilities under which they now place themselves in giving or accepting preferences in the matter of debts. The whole force of the new law is directed against such transactions, and provides severe penalties against its violators. There can be little doubt that, in the present disordered condition of trade and credit, an unusual amount of preferential transactions are taking place. The parties to such acts should understand that, unless they can be assured that no proceedings in Bankruptcy will be undertaken within four months from the date of the transaction, they expose themselves to severe risks and penalties. Under the circumstances which in most cases attend the making of preferences to creditors, the operation will be regarded by the act as a fraud. The whole act is framed upon a more rigid construction of commercial equity and morality than is recognized in the existing commercial law of the States; and many of the transactions of insolvents which are now tolerated by society and allowed by the Courts, will under the new law be found to expose the parties thereto to very unpleasant consequences. We recommend men of business to make themselves well acquainted with the provisions of this most important act. As creditors they will better understand their legal claims upon their debtors, and the methods of procuring them. As debtors they will know the relation in which they stand to their creditors, and may be saved from committing themselves to transactions which would expose them to very unpleasant consequences.—*Economist.*

The Union Pacific Railroad Company has filed with the Secretary of the Interior, a map of the permanent location of the fourth hundred miles of the said road west from Omaha, Nebraska. This location commences at a point on the north bank of the south fork of the Platte river, about twelve miles from the confluence of the two forks of the Platte, thence running west, the line following the north bank of the south fork until it strikes Lodge Pole creek some four miles above where it empties into the south fork; crossing the creek, the line from thence follows up the south bank of said creek to the four hundredth mile station.

Journal of Railroad Law.

LIABILITY OF COMMON CARRIER MAY BE QUALIFIED BY SPECIAL CONTRACT — DECISION OF U. S. SUPREME COURT.

The case of *York vs. The Illinois Central Railroad Company*; which was lately decided by the Supreme Court of the United States, gives an authoritative exposition of the law regulating contracts which seek to limit the common law liability of common carriers. The Court decides that the common law liability of a common carrier for the safe carriage of goods may be limited and qualified by a special contract with the owner; provided such special contract do not attempt to cover losses by negligence or misconduct. Thus, where a contract for the transportation of cotton from Memphis to Boston was in the form of a bill of lading containing a clause exempting the carrier from liability from losses by fire, and the cotton was destroyed by fire, the exemption was held sufficient to protect the carrier, the fire not having been occasioned by any want of due care on his part.

Where a deposition is taken upon a commission, the general rule is that all objections to it of a formal character, and such as might have been obviated if urged on the examination of the witness, must be raised at such examination, or upon motion to suppress the deposition. It is too late to raise such objections for the first time at the trial. Thus, where a copy of a bill of lading was annexed to the answer of a witness, examined on a commission, and no objection was taken at the examination or by motion to suppress afterwards, it was held that the objection that the original was not produced, or its loss shown, came too late at the trial.

The facts of the case are these: Front & Son shipped at Memphis, on the Mississippi, a large quantity of cotton on board a steamer belonging to the Illinois Central Railroad Company, common carriers; which by the terms of the bill of lading was to be delivered at Boston, Mass., the consignees paying \$4.75 per bale, "fire and the unavoidable dangers of the river *only excepted*." The bill of lading which referred to the cotton as shipped by Front & Son was signed in form; two copies being given to Front & Son, of which they retained one, forwarding the other to the York Company in New England, for whom the cotton was intended. In the course of the transit the cotton was destroyed by fire.

The company now sued the carriers in the Circuit Court of Illinois for damages. Front was examined on a commission, and having stated that his firm were but agents of the York Company, and that the shipments was made on its account as owner, proved the fact and contract of shipment, (which last he stated was in the form of a bill of lading,) and the value of the cotton. But he did not produce on his examination in chief any original or copy of the bill itself.

The carriers who wished to rest their case on the fire clause in the bill, inquired of him on cross interrogatories whether one or more of the bills had not been delivered to him, and directed him, if one had, to annex "the same or a certified and proved copy to his deposition and to let the same be properly identified by the commissioner in his return." The witness answering that one of the bills had been delivered to him annexed "a true copy of it from his books." The fire clause appeared in it; though the witness stated that the cotton was shipped on the steamer before the bills

were signed; that he had not examined the bills; that "his attention was not called to the fire clause," and that his firm had no authority to ship for their principles with that exemption.

On the trial, the plaintiff, not having made objection during the execution of the commission nor by motion to suppress, objected to the reading of the answers to the cross interrogatories which showed a copy of the bill; the ground of the objection being that the contract was shown to be in writing, and that no foundation had been laid for secondary evidence, either by notice to produce the original bill, or by evidence of its loss. But the Court overruled the objection. The defendant had judgment. On error four objections were made to it here.

1. Because it was doubtful whether as common carriers the defendants could exempt themselves from risks of fire.

2. Because if they could, still that Front & Son, who were really but agents of the York Company, could not give their assent to such exemption.

3. Because if they had given such assent no consideration had been paid by the company, in a reduced rate of fare or otherwise, for this restriction of the carriers common law obligation.

4. Because the copy of the bill of lading, in the absence of notice to produce the original or proof of its loss, was improperly allowed to be read.

Mr. Justice FIELD delivered the opinion of the Court.

The right of a common carrier to limit his responsibility by special contract has long been the settled law of England. It was the subject of frequent adjudication in her Courts, and had there ceased to be a controverted point before the passage of the Carrier's Act of 1830.

In this country, it was at one time a subject of much controversy whether any such limitation could be permitted.

It was insisted that, exercising a public employment, the carrier owed duties at common law, from which public policy demanded that he should not be discharged even by express agreement with the owner of the goods delivered to him for transportation. This was the ground taken by Mr. Justice Cowen, of New York, in *Cole vs. Goodwin*; and, although what that learned Judge said on this point was a mere obiter, as the question presented was not upon the effect of a special agreement, but of a general notice, it appears to have been adopted by a majority of the Court in the subsequent case of *Gould vs. Hill*. But from this doctrine that Court has since recorded; and in a recent decision, the Court of Appeals of that State has affirmed the right of the carrier to stipulate for a limitation of his responsibility. The same rule prevails in Pennsylvania; it has been asserted in Ohio and Illinois, and it is believed, in a majority of the other States; and in the New Jersey Steam Navigation Co. vs. The Merchants' Bank, it received the sanction of this Court.

Nor do we perceive any good reason, on principle, why parties should not be permitted to contract for a limited responsibility. The transaction concerns them only; it involves simply rights of property; and the public can have no interest in requiring the responsibility of insurance to accompany the service of transportation in face of a special agreement for its relinquishment. By the special agreement the carrier becomes, with reference to the particular transaction, an ordinary bailee and private carrier for hire.

The law prescribes the duties and responsibilities of the common carrier. He exercises, in one sense, a public employment, and has duties to the public to perform. Though he may limit his services to the carriage of particular kinds of goods, and may prescribe regulations to protect himself against imposition and fraud, and fix a rate of charges proportionate to the magnitude of the risks he may have to encounter, he can make no discrimination between persons, or vary his charges from their condition or character. He is bound to accept all goods offered within the course of his employment, and is liable to an action in case of refusal. He is chargeable for all losses except such as may be occasioned by the act of God, or the public enemy. He insures against all accidents which result from human agency, although occurring without any fault or neglect on his part; and he cannot, by any mere act of his own, avoid the responsibility which the law thus imposes. He cannot screen himself from liability by any general or special notice, nor can he coerce the owner to yield assent to a limitation of responsibility by making exorbitant charges when such assent is refused. The owner of the goods may rely upon this responsibility imposed by the common law, which can only be restricted and qualified when he expressly stipulates for the restriction and qualification.

But when such stipulation is made, and it does not cover losses from negligence or misconduct, we can perceive no just reason for refusing its recognition and enforcement. We do not understand that the counsel for the plaintiff in error questions that the law is as we have stated it to be. His positions are that the agents of the plaintiff at Memphis, who made the contract with the Illinois Central Railroad Company, were not authorized to stipulate for any limitation of responsibility on the part of that company; and that no consideration was given for the stipulation made.

The first of these positions is answered by the fact that it nowhere appears that the agents disclosed their agency when contracting for the transportation of the cotton. So far as the defendant could see, they were themselves the owners. The second position is answered by the fact, that there is no evidence that a consideration was not given for the stipulation made. The company, probably, had rates of charges proportioned to the risks they assumed from the nature of the goods carried, and the exception of losses by fire must necessarily have affected the compensation demanded. Be this as it may, the consideration expressed was sufficient to support the entire contract made.

The objection urged to the introduction of the copy of the bill of lading annexed to the deposition of the witness Front, was properly overruled. The deposition was taken upon a commission, and in such cases the general rule is, that all objections of a formal character, and such as might have been obviated if urged on the examination of the witness, must be raised at such examination, or upon motion to suppress the deposition. The rule may be different in some State Courts; but this rule is more likely than any other to prevent surprise and secure the ends of justice. There may be cases where the rule should be relaxed as where the deposition is returned at so brief a period before the trial as to preclude a proper examination, and prevent a motion to suppress. In this case there was no occasion for any such relaxation of the rule, and had the ob-

jection been taken before the trial—either at the examination of the witness or on the motion to suppress—to the proof of the copy without producing the original or showing its loss, the opposite party would undoubtedly have secured the production of the original, if in existence, or if lost or destroyed, been prepared to account for its absence.

Judgement affirmed.

RATES OF RAILROAD TRAVEL IN EUROPE.—The following statement of prices on the railroads of Europe per one hundred miles, in first, second and third class carriage, and on express trains, may be interesting to Americans, who are about to visit Europe, or to those who would contrast the expense of traveling here and there:

Russia—First class, 14s 5d; second class, 10s 10d; third class, 8s.

Prussia—First class, 12s 6d; second class, 10s; third class 3s 2d. Express train—First class, 14s; second class, 12s.

The Rhine—First class, 11s 10d; second class, 8s; third class, 3s 10d.

Norway—First class, 13s; second class, 9s; third class, 4s 6d.

Sweden—First class, 11s; second class, 7s 6d; third class, 4s 9d. Express trains—First class, 13s; second class, 10s.

Bavaria—First class, 10s; second class, 7s; third class, 4s 10d.

Belgium—First class, 10s 3d; second class, 7s 6d; third class, 5s.

Wurtemberg—First class, 10s 3d; second class, 6s 8d; third class, 5s 1d.

Denmark—First class, 12s; second class, 9s; third class, 6s.

Spain—First class, 14s 7d; second class, 10s 5d; third class, 6s 3d.

Austria—First class, 13s; second class, 10s 3d; third class, 6s 6d.

Saxony—First class, 11s; second class, 8s 3d; third class, 6s 8d.

Switzerland—First class, 12s; second class, 9s; third class, 6s 8d.

Italy—First class, 14s; second class, 10s 6d; third class, 7s. Express trains—First class, 16s; second class, 12s.

Portugal—First class, 13s 3d; second class, 10s; third class, 7s.

Holland—First class, 14s; second class, 10s; third class, 7s.

France—First class, 14s 6d; second class, 11s; third class, 7s 6d.

Great Britain and Ireland—First class, 18s 6d; second class, 13s 4d; third class, 8s. Express trains—First class, 24s; second class, 16s 8d.

From the table it will be seen that on the express trains on European roads there are no third class carriages. It will also be seen that Russia and Prussia accommodate the working classes at the cheapest rate, while the tariff of Great Britain and Ireland is the highest of all for the first, second and third class carriages and express trains. It must, however, be borne in mind that in those foreign countries, where the railways do not belong to the State, the shareholders receive considerable Government assistance in consideration of their being obliged to adopt a low tariff. The rates per mile on these roads, reduced to our currency, will not bring travel to as low a standard as in this country, unless we take their third class carriages.

On their first class and express trains the average is from 4c per mile, to 6½c per mile; on the second and third, from 2½ to 3½c per mile.

THE ENGLISH RAILROAD DIFFICULTIES.—The New York *World* has an article on the difficulties under which the railroads in England are laboring, in which it says:

So imminent is the danger, that the Chairman and Directors of several rival lines have waited upon the English Chancellor of the Exchequer to solicit aid, not for their own special interests collectively, but on behalf of the Great Western Company. The aid was refused, the Chancellor of the Exchequer regarding the company as a private affair, and no more entitled to aid from the Government than any other mercantile firm or incorporation would be. Yet the magnitude of its business and the importance of its services to the public, form a sufficient excuse for the various directors who thus directed attention to the subject, and who, it is intimated, are not without fear for themselves and their own roads; and, in Great Britain, the interest involved in the railroads is only second in importance to that of the national debt.

The proprietors of the Great Western are chiefly men of wealth, and, according to the conventional standard of England, to be an owner of its stock on a large scale conferred higher social distinction than the possession of a corresponding amount in gold or Bank of England notes. The last half-yearly statement of accounts showed that a dividend had been earned for the ordinary stockholders; but, although "the ledger balance is satisfactory, the cash balance is just the other way."

The London *News* asserts that "the possibility that any great line should cease working would cause incalculable trouble and inconvenience." We can judge of the case by imagining what would be the effect of such a catastrophe on any of the great thoroughfares connecting the city of New York with the interior. Yet, although a year or two ago such an event would have been considered out of the question in England, it has in that country been lately threatened so frequently as to excite more than a passing remark. It has there become a matter of grave inquiry how the railroad interest is to be sustained. The chief cause of the difficulty appears to be that its credit for long terms has been seriously impaired. By several recent decisions, a holder of English railway bonds or debentures, has a less valid claim on the property of the road than has a common creditor on an account current. It is as if the creditor who has sold goods to a merchant living in his own house had a claim upon it prior to that of the owner of the first mortgage. On these terms capitalists refuse to renew the bonds or debentures as they become due; and the case of the Great Western was probably brought under the attention of Government as an entering wedge for legislation, or aid sufficiently ample to include the whole question. Directors significantly ask if they can be compelled to run trains at a loss and sacrifice of the property of their companies to the public benefit? Under these circumstances railway securities in England are at present much depreciated in value.

EL PASO AND PACIFIC R. R. CONSOLIDATED.—At an election by the stockholders of the Memphis & Little Rock Railroad Company, to vote upon the ratification of the contract entered into by R. C. Brinkley, Esq., President of the Company, B. H. Epperson, Esq., President of the El Paso Railroad Company, for the consolidation of the two roads, five-sixths of the stockholders were present, and the contract was unanimously ratified.

MONETARY AND COMMERCIAL.

The most prominent feature of the week in the financial world, has been the excitement in the gold market. The threatening character of the news from Europe, growing out of the proposal of France to purchase Luxemburg from the King of Holland has produced its effects on the stock markets of the old world; the panic consequent on the prospect of war at their homes will it is supposed induce a disposition to return home our government bonds, the mere possibility of which has already had the effect of running up the premium on gold some five or six per cent. As the bonds would have to be paid for in gold, any very large amounts sent to this country for sale would, on account of the necessary sequence of the increased premium on the precious metal, defeat what would otherwise be a natural result—a general panic. We have no serious objections to the return of our bonds, feeling well convinced that our people will not buy them unless they can afford to do so, and should it so become necessary, we trust they will buy them at as low rates as possible.

The demand for loans at banking houses were more numerous, but it was freely met for all first-class paper at 9@12 per cent. General trade during the week has been more active, and our business thoroughfare presented a lively appearance.

Exchange has been in better supply, and rates are lower and less firm. The quotations are—

	Buying.	Selling.
New York	par	1-10 p. em.
Philadelphia	p-r	1-10 prem.
Boston	par	1-10 prem.
Gold	110	141½
Silver	130@132	134

The daily changes of the New York gold market are shown by the following:

	Opening.	Highest.	Lowest.	Closing.
April 18	135¼	137¾	135¼	137¾
" 19	139	139¼	137¾	139¼
" 21	138¼	139¼	1 7½	139
" 22	138¼	1 7½	13 ¾	138
" 23	138¾	138¾	13 ¾	138¾
" 24	138½	142	138½	141½

Of the condition of the New York market, the Tribune of Wednesday says:

"Money is easy at 5@6 on miscellaneous securities, and in some cases lower rates were taken on Governments.

Governments were very strong and in active demand, at a fraction improvement in prices. The foreign news did not have any perceptible effect on the market. Railway and State bonds were dull and neglected. The Miscellaneous shares were heavy. Atlantic Mail was strong and sold at 88. Pacific Mail was firm at 126. The Railway share market was dull and inactive, and after the First Board there was a pressure to sell, and prices declined from ½@¾ per cent. on the entire list. Afterward the market improved to the prices of the morning, but there was but little desire shown to buy. Later in the day the market improved, and stocks all closed strong at quotations. New York Central, 96½@96½; Erie, 57½@57½; Reading, 100½@101; Michigan Southern, 66½@66½; North-Western, 31@31½; do. Preferred, 58½@58½; Rock Island, 86½@86½; Fort Wayne, 92@92½.

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Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

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In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

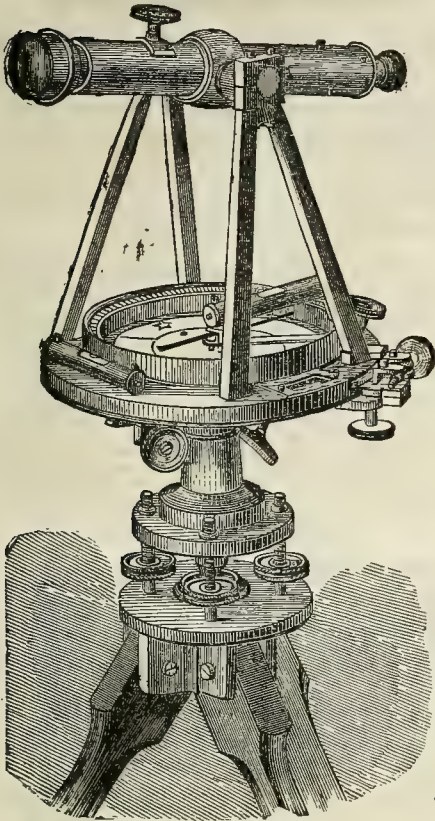
No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.	
2, 10 " " 6½ " " 35 " "	
3, 8 " " 11 " " 36 " "	
4, 8 " " 9 " " 35 " "	
5, 7½ " " 6½ " " 30 " "	
6, 10 " " 8 " " 40 " "	
7, 7½ " " 8 " " 35 " "	

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COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. *For Tickets over 2 3/4 inches in width.*

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
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STRETCHERS,

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J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
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[Aug. 2, 1866.]

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It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

ocomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping machinery,
and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circs and other information, address,

STEAM SYPHON COMPANY,
48 Dey Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

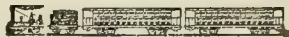
CINCINNATI.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

NOV. 19, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....	M.	8:30 P. M.	
DAYTON.....	1	11:00 "	
URBANA.....	1	M. 12:40 A. M.	
GALLON.....		3:35 "	
MANFIELD.....	4:15 "	4:25 "	
MEADVILLE.....	12:45 A. M.	1:15 P. M.	
Arrives SALAMANCA.....	5:20 "	6:15 "	
OLEAN.....	6:38 "	7:55 "	
HORNELLVILLE.....	8:47 "	9:30 "	
CANNING.....	10:40 "	12:16 A. M.	
ELMIRA.....	11:12 "	12:52 "	
OWEGO.....	12:33 P. M.	2:18 "	
BINGHAMPTON.....	1:18 "	3:07 "	
PORT JERVIS.....	6:27 "	8:10 "	
NEW YORK.....	10:30 "	12:30 P. M.	
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.	

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

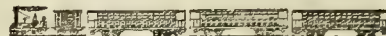
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15 foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers front the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville; arrives at Harrisburg at 3:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO

ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

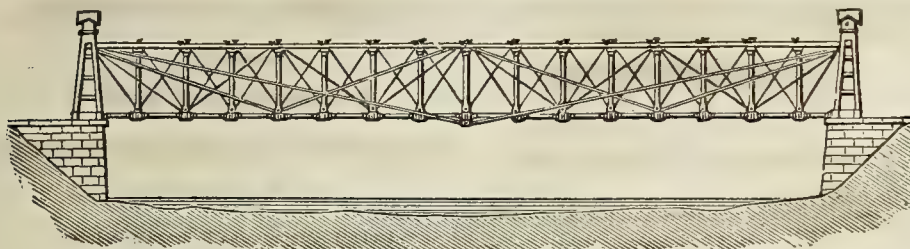
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

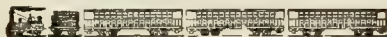
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

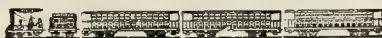
H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent.
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS
—IN—
Railroad, Car and Machine Shop
SUPPLIES,
—AND—
MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

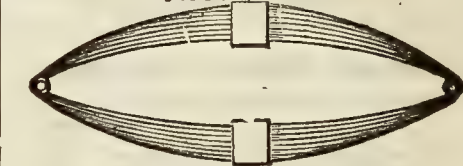
PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for the celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Balltore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

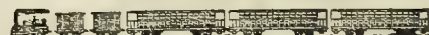
Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same. &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, THOS. T. TASKER, JR.,
CHAS. WHEELER, S. P. M. TASKER
BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted). 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express).

SUNDAY TRAINS.—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, } Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, MAY 2, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.	
One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Night Express.....	5:00 P. M.	6:10 P. M.
LITTLE MIAMI.		
Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:30 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....	8:00 P. M.	6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.	
Baltimore and Washington City	
Express and Hillsboro Mail.....	7:30 A. M. 5:00 P. M.
Baltimore and Washington City	
Night Express.....	12:35 A. M. 5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M. 5:50 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M. 10:00 A. M.
Loveland Accommodation.....	5:40 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M. 10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M. 6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M. 11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M. 1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M. 10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M. 10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M. 5:20 P. M.
Bellefontaine and Sandusky.....	6:30 A. M. 10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M. 10:30 A. M.
Hamilton Accommodation.....	6:30 P. M. 7:55 A. M.
Dayton Accommodation.....	6:30 P. M. 10:30 A. M.
Dayton Express.....	5:00 P. M. 10:10 A. M.

CINCINNATI AND INDIAN. POLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M. 10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M. 10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.			
Chicago and St. Louis Express...	7:00 A. M.	8:30 A. M.	
Springfield & St. Joe Express....	1:45 P. M.	4:40 P. M.	
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.	

Lawrenceburg & Harrison Accommodation.....	5:10 P. M. 8:10 A. M.
Harrison Accommodation.....	10:10 A. M. 2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M. 11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M. 6:05 A. M.
Louisville Special Train.....	3:45 P. M. 9:40 A. M.

CINCINNATI AND ZANESVILLE.		
Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M. 6:00 P. M.
Lexington Express.....	2:10 P. M. 10:50 A. M.
Falmouth Accommodation.....	6:30 P. M. 7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M. 6:15 A. M.
Fast Express.....	8:30 A. M. 4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M. 10:35 A. M.

The Pacific Railroad and its Progress.

We have received an authentic copy of the various Acts, and amendments to the Acts authorizing the construction of the Pacific Railroad, and we think it important, as well as interesting, to state the present condition of the law and the facts in relation to that enterprise.

1. The law authorizes the construction of the Union Pacific Railroad, from the 100th parallel of longitude to the eastern boundary of California, from some point on the western boundary of Iowa, which has since been assumed, in Omaha or Nebraska. It authorizes the construction of the Kansas City, Leavenworth and Pike's Peak Road to be constructed, from Kansas City, to a junction on the 100th parallel, between the Republican Fork and the Platte River. This act has been so amended, as to allow the Kansas Branch (now called the Eastern Division) to be made up the Republican Fork, a nearer and better way; but the act has also been so amended as to allow this branch to choose its own direction. The probability is that it will ultimately make a connection by an angle with Denver, while the main line goes towards Santa Fe and the Colorado. This, however, will require another amendment, which if the Company desire, will, no doubt, be made. *The law also authorizes the Hannibal & St. Joseph road to share in whatever advantages the other lines have by law.* From or near the 100th parallel, to the Eastern boundary of California, the Union Pacific is to go, as nearly as may be, on a west line of 1,200 miles, till it connects with the California Road. The California Road to the eastern boundary of that State is given the same grants and privileges, as the Union Pacific. From the Mississippi to the 100th parallel is about 300 miles, and from San Francisco to the boundary of California, about 200 miles; so that, in round numbers, the railroad from the Mississippi River to San Francisco will be 1,700 miles. At the rate of 25 miles per hour, for the whole distance may be made within three days and nights; and such, we have no doubt, will be the actual result, when the road is completed and in order. The next question is, where are the means? What will this road cost?

2. Much of this road is over a comparatively level country, and notwithstanding there are some difficult places, there is no reason whatever to believe this road will cost more per mile on an average than the average of present roads, probably not so much; for we must remember, that the two items of right of way and materials are, in the old settled States, very expensive. Assuming then that it will cost on an average \$40,000 per mile, what means are at hand to complete it? It seems to us, that the Government grants are ample to complete the road. They are

these, viz.: 1. The grant of the *right of way* and materials of wood, iron, coal, or anything which may be found on the line of the road and necessary to its construction. 2. At the completion of each 40 miles, the Government gives \$16,000 per mile, in bonds, which as bonds of the Government are above par, is the same as cash. 3. The Government, by an amendment to the original Act, allows the Company to put a mortgage on the road to the extent of \$16,000 per mile, which is a *first lien* prior to that of the Government, and therefore, the whole road is a security for this money, and will make one of the best securities in the country. 4. By an amendment to the original Act, the Company is allowed the *alternate Sections* on its line, to the extent of *ten on each side*, making 12,800 acres per mile.

Now, let us estimate what all this will come to. We estimate as follows:

	Per mile.
1. The right of way and materials.....	\$3,000
2. Government grant.....	16,000
3. First mortgage.....	16,000
4. Land at \$1.00 per acre.....	12,000

Total.....\$47,000

Now, why is this not a correct estimate? The last item is the one which will be disputed. And why? It will be said that very much of this land is barren, rocky, and thus not useful or saleable. Admit it. There is certainly not more than half of it in this condition, while full one-fourth on the streams and valleys must be rich and productive. Take these then as the premises; and let us see the results. In the first place, we must note that all the valuable town sites, all that can be made for several years, lie on the line of this road. For many years there can be no others. There must be a town or village on each ten miles of the road, and they will average a sale of 500 lots in each, at a maximum of \$100 per lot. This gives \$50,000 to the Company for each town site; and deducting those in California, there will be 150 of them, which gives \$7,500,000. Put one-fourth of the land, poor but arable, at 25 cents (4,500,000), and it gives \$1,125,000; and one-fourth good land (4,500,000), at \$1.00, and it is \$4,500,000. These sums together make \$13,125,000, and we can not think it an exaggeration. Thus, we have for 1,700 miles of road:

Government bonds.....	\$27,200,000
First mortgage.....	27,200,000
Lands.....	13,125,000
Right of way and material.....	5,100,000

Aggregate cost of 1,700 miles...\$72,625,000

Average per mile.....\$42,730

It seems to us, that this is more than enough to complete the road. It has been commonly thought, that the road would cost one hundred millions; but, we really don't see the least reason to think so. That estimate was made without calculation; and on a basis of 2,000

miles, counting the whole distance from San Francisco to the Mississippi, through Missouri and Iowa, whereas the roads through those States are made by other companies. The road, as originally contemplated, would have been 2,000 miles and would have cost a great deal more. Some difficulty may be apprehended in negotiating so large an amount of Bonds; but when it is considered this first mortgage is one of the best in the country, we must conclude the money can be easily had. We are told the Bonds of the Kansas Branch were all taken by the subscribers, and are not in market at all.

3. How does the work progress? It is stated, that *three hundred miles* of the Union Pacific Road is already made on both branches; and this is in about a year. There are about *nine years* to complete the road in, even if the time is not extended, which it certainly will be if needed. Hence, if the road goes on at only half the present rate, it will easily be made.

From the statement of these facts, we think the completion of the Great Pacific Road will in a short time be an accomplished fact. It will be the crowning work, though by no means the last, in the great, really magnificent structures of American Railroads. We have now nearly, or quite 35,000 miles of railroad. When this great work is finished, we shall probably have 50,000 miles, at an average cost of \$40,000 per mile, making *two thousand millions of dollars*. This is one of the wonders of the age. Taken all and all, this railroad construction is a far grander thing than that of steamboats and telegraphs. There was more original invention in them; but a far grander and a far more important work in railroads. Can any thing in future ages supercede them? We think not. Hot air and electro magnetism have both been tried and failed. It is likely the locomotive may be made less cumbersome; but, the main parts of the railroad will, we imagine, remain while civilization remains.

Travelers to Mount Washington are next year to ascend the steep inclines on a railroad. A heavy force are at work constructing the way, and the iron is being rapidly transported to its destination.

Receipts of the Western Union Railroad Company for the week ending April 30:

	1867.	1866.	Inc.	Dec.
Freight	\$8,622 73	\$10,750 76	.....	\$2,128 03
Passengers.....	4,315 99	3,318 55	\$997 44	.....
Express & Tel.	320 00	250 00	70 00	.....
Mail.....	375 00	379 91	.....	\$4 91
Totals.....	\$13,633 72	\$14,699 22		

Receipts from January 1, to April 30,—

1866	\$163,740 31
1867	\$143,846 78
Decrease	\$19,893 5

Railway Consolidation—A Southern Consolidated Railway for Cincinnati.

Railway consolidation is now the order of the day. In years past railroads were built without much plan or purpose in their location further than mere local caprice. Like the celebrated Kilkenny cats they were, previous to the war, engaged in the amiable and profitable (?) occupation of devouring each other, until, in numerous instances, but little more was left than their iron caudal appendages, rather dilapidated at that. The necessities of our Uncle Samuel during his late terrible conflict gave other and more profitable occupation for their claws, and most of them now come forth as fat, sleek and glossy toms or comely pusseys. The great toms, have learned better than to re-engage in their former feline strifes, and are purring gently to their affinitive pusseys, each intent on the greatest harem and the longest tail.

This is well; it shows good sense. It is well for the great cities in which the great toms have been nurtured. How does Cincinnati stand in this view? Has she in times past done her duty to herself in this matter? It is true the C., H. & D. and the I., C. & L. roads are doing well towards the North and the West; but how about the South? Have we not been remiss in that direction! to our shame, and we fear to our great detriment and loss? Had we instead of talking, resolving, prevaricating and fooling for the last twenty years about a Southern road, taken a direct and manly stand years ago, we might now have been in a position to absorb the dilapidated roads in the South, as the great Eastern roads are now doing in the West; and a great consolidated Cincinnati road might now have existed, with Pensacola, New Orleans or Mobile for its Southern termini. Already we perceive the initiatory steps are being taken for a consolidation from Norfolk to New Orleans, under the auspices of Eastern capital; and other consolidations of Southern lines are sure to follow. Louisville, that we have heretofore almost ignored, while arrogating to ourselves the proud title of "*Queen City of the West*," is setting an example that we would do well to heed; she is even now in a position to assume choice of the southern lines that are crying aloud to capital and energy "*come and take us*." "*Once a judge always a Judge*," is an old adage, but a Queen without subjects is a pitiable object. With power to bring the whole South as tributaries to our feet, and untold millions to our coffers, we have spent years of precious time in biggling over a few hundred thousands, and now seem to be no nearer a practical result than heretofore. There was sound wisdom in the congratulation of one of our live railroad Presidents, to the inhabitants of a Western village that had placed its own shoulder to the wheel and succeeded in a railway connection for its own benefit, that

they "*should be thankful that they had no Chamber of Commerce*." Resolutions of the Chamber of Commerce and of committees have nearly smothered our Southern Railway project, but we hope not killed it. There is a mine of wealth to be reaped in that direction by capital and energy. Wind and gas will not do it—quiet, persistent work will.

The following letter clearly shows the means being made use of to control the trade of the country, and the position that Cincinnati is destined to occupy in the distribution of the profits. How different the result would have been if she now controlled a through route connecting with the southern system of railroads, and from the profits of her enterprise was enabled to extend helping and consequently controlling power over the trade of the Southern roads. The letter speaks for itself.

48 PINE STREET, NEW YORK,
April 12, 1867.

D. H. London, Esq.:

DEAR SIR:—I have your note of yesterday asking my views respecting a proposed consolidation of railways from Norfolk, Virginia, to the Tennessee line at Bristol, and thence to New Orleans; and also through Cumberland Gap, etc.

On the general principle that "in union there is strength," it has been found in this country that long lines of railroad can be operated more advantageously for the public and their owners than short ones; and that one executive head can—whether in military, civil or commercial operations—work more efficiently than many is, I believe, an undisputed proposition.

There is probably no class of property more dependent upon the whims and caprices of the public, than our railways. This fact certainly is too patent to every one who has had the management of them to need illustration.

Short lines of railroads may have "traffic arrangements" to make close passenger connections, carry through freights expeditiously, and every other arrangement that can be conceived of, but experience has shown that it is next to impossible for them to work as promptly and harmoniously as though they were managed by one mind.

The expense of keeping up a full railway "executive staff" for each short road constituting a through line, in comparison with one such staff for the whole line, is no inconsiderable item, and is vastly more than uninitiated parties are aware of.

The first considerable consolidation of several short railroads in this country into one line occurred in the State of New York some fifteen years since, when six (I think) short roads were united by law under the title of the New York Central Railroad Company. That law required the Company to carry passengers long and short distances for all time, at two cents per mile. Notwithstanding this low rate, I am informed that company has paid its shareholders nearly ten per cent. annually on the original cost of the shares of the companies which were thus consolidated, and at the same time has made its road one of the most frequented and popular lines on the continent.

The Pittsburg, Fort Wayne & Chicago Railway is, I think, one of the best illustra-

tions of the beneficial results of consolidation. It is quite true that the line was originally known as the Pittsburg, Fort Wayne & Chicago Railroad Company, but the Illinois, Indiana, Ohio and Pennsylvania Companies constituting it, were distinct organizations, under separate management, connected by what is known as a "running arrangement" from Chicago to Pittsburg.

Although this line opened under the most flattering circumstances, and bid fair to be a splendid success for the several companies comprising it, it was not long before the jealousies, suspicions, and what not of the respective managers brought them all to the verge of ruin, with the probable loss of their roads by foreclosure of their first mortgage bondholders for non-payment of interest. Under this state of things, a gentleman of my acquaintance, in no way whatever connected with either of the companies, was consulted by persons largely interested in their stock, as to the best method of extricating themselves from their unfortunate position. After looking minutely into their affairs, he saw that bankruptcy of all concerned (except the first mortgage bondholders) was inevitable. He then suggested that a new company should be organized under a charter to be obtained from the four States through which the roads ran—with perhaps the same name (slightly changed)—and that the whole management should be put under one efficient head. This course was adopted, and resulted in saving to the second, third and fourth mortgage bondholders their bonds; the shareholders their stock, and the current creditors of the various roads the sums due; and, finally, in making it one of the most valuable lines of road in the country.

The consolidation of the Chicago and Northwestern Railroad Company (which originally was but one short road) with other companies, has made it a corporation operating, at the present time, nearly eleven hundred miles of road, the western limit of which has, within the past year, been pushed through Iowa, and now connects with the Union Pacific Railway in the State of Nebraska. The gross earnings of this road in 1863 were less than three million dollars, while in 1866 they were over nine millions.

Other instances of the benefits of this kind of consolidation might be adduced, but I think the cases mentioned are sufficient to show the great advantages which result from such combinations.

As regards uniting the roads before mentioned under one management, I am clearly of the opinion, on account of their peculiar situation, forming as they do the only inland line from Norfolk to the Southwest, it would be very much to their advantage to consolidate with as little delay as possible. I passed over the line from Washington City to Knoxville a short time since and was particularly annoyed by waiting twenty-four hours at Lynchburg, caused by the trains failing to connect at that point. Notwithstanding we left Lynchburg on time, my fellow passengers were detained twenty-four hours at Knoxville, the train having left but a short time before our arrival there.

I found the road from Lynchburg to Knoxville (from the operations of the late war) necessarily very much out of repair, and I have no doubt, from Knoxville to the extreme South it is equally so from the same cause. I am unable to state the condition of the roads from Norfolk to Lynchburg, but I have no doubt they also need rebuilding quite as

much as those I have mentioned. To put all these roads in first class order will require a large amount of money.

If these several companies come into market to raise the small amount of funds each will need, it will be a difficult matter to accomplish, as there will be such a diversity of interest, that capitalists will become confused with the variety of "Virginia" and other "Southern railroad projects" presented at the same time. But, if on the other hand they all unite, put their roads as far as they can under one head, and present themselves before the moneyed men of Europe and this country, with one distinct enterprise, which will be found extensive enough to induce the "great bankers" to take hold of it, they cannot fail to succeed. It is right and proper that I shall give a reason for this opinion.

In the first place, this line is the only direct railway route from New York to New Orleans; and if put in good order so that a person can be carried promptly (at fair speed) and without delay, it will take three-fourths if not the entire passenger business between those two points.

Secondly—Between Lynchburg and North Alabama it has no competing road, and the topography of the country between the Cumberland and Smoky Mountains is such that I doubt if ever a rival road will be built, consequently the local traffic (as that is the only outlet for that part of the country) must be very large.

Thirdly—It will be difficult to estimate the amount of cotton that will be brought over the road from Northern Alabama, Eastern Mississippi and Tennessee. The rich mines of iron, copper, lead, coal and zinc in East Tennessee and Southwestern Virginia—to say nothing about those extensive coal beds now being worked within eighty miles of Norfolk, which are now attracting so much attention among Northern capitalists, and are being opened somewhat extensively, will furnish an amount of local freight to go East as well as West from those points, that will be difficult to estimate. As regards the line through Cumberland Gap to Hickman, Ky., with a view of reaching the Northwestern system of railroads at that point and Cincinnati, I think there can be but one opinion.

The surplus products of the country now find their market on the Atlantic coast by the Northern lakes, canals, the St. Lawrence river, the great lines of railroads from the Mississippi river over the Alleghenies, the Mississippi river and the Gulf of Mexico. The Northern lakes, canals, Upper Mississippi and St. Lawrence are frozen many months of the year, during which time these products have to be carried by the railroads (to the extent of their capacity) I have mentioned to the seaboard. It will, I think, therefore, be readily seen, if a direct rail communication should be opened between Cincinnati and Norfolk, a large proportion of the products of Southern Ohio, Kentucky, Southern Indiana, Southern Illinois and Missouri, will reach the Atlantic by that route.

It really seems to me, if the owners of the roads you have mentioned and your Legislature are wise, they will at once take the necessary steps to put themselves in such a strong position as will certainly insure the consummation of the objects you have indicated.

I have already made this communication longer than I intended, but the subject is so prolific, and my desire for the early development of your part of our country, (although I

have not a farthing's pecuniary interest in it) is so great, that I scarcely know when to stop when I commence talking about it.

I am, my dear sir,
Very respectfully yours, &c.,
C. A. TROWBRIDGE.

The Atlantic and Pacific States.

RAILROAD CONNECTIONS.

Of the progress in the construction of the two great lines composing the Central Pacific, we have elsewhere in this paper given full data. It must not be supposed that this is the only work now being done to unite the Atlantic with the Pacific Oceans. Gen. J. C. FREMONT, who enjoys the confidence of many very heavy capitalists of both this country and Europe, it is understood has recently bought up and will consolidate all the interests pointing to a railroad through the Southern territories, and terminating on the Gulf of California.

The first link in this great line is the Southwest Pacific Railroad, purchased last May from the State of Missouri, which sale was confirmed, and a good title to the road, lands, franchises and equipments conveyed to him and his associates. The road when bought was finished to Rolla, a distance of 76 miles from Franklin, where this road diverges from the Pacific road going to Leavenworth; Franklin is 37 miles from St. Louis. During last summer the company built 13 miles more road, taking them to the Gasconade River, and have now under contract 54 miles more, to Lebanon, in Laclede County, making 190 miles from St. Louis.

The same parties are understood to own what is known as the Atlantic and Pacific Railroad, chartered by the XXXIX Congress, beginning at Springfield in Missouri (which point the Southwest Pacific will soon reach), and which is to run *via* Albuquerque to the Pacific. This road has a land grant of alternate sections for 20 miles on each side of the road when passing through States, and the alternate sections for 40 miles on each side of the road when passing through Territories. This grant will give the company about fifty-five millions of acres.

When consolidated with the Southwest Pacific, the Atlantic and Pacific will constitute a through line from the Pacific Ocean to St. Louis, and will have the advantage of the way-trade of Santa Fe, New Mexico, Arizona, and a large trade with Chihuahua and Sonora.

In addition to the above, the same parties, we learn from the following correspondence of the *Cincinnati Enquirer*, have been buying up all the other interests pointing in the same direction towards the Pacific, and will by a comparatively small additional expenditure, make not only a much larger territory tributary to their main track, but they will acquire also a much larger interest and aid in land and money. The correspondent says:—

"Some time ago President Brinkley, of the Memphis and Little Rock Railroad, sold the road and assets of this corporation to Epperson, Fremont & Company, of the Southern Pacific Road. Associated with Fremont are Congressmen and others, who have devised this scheme, involving the connection of Norfolk, Virginia, with Guaymas, on the Gulf of California. It was not deemed prudent, on the part of these gentlemen, to apply to Congress for aid until they had made a beginning of their work. Hence the purchase of the Memphis and Little Rock Road. This is to be completed at once."

"President Brinkley was notified to-day that ten thousand tons of iron rails were ready for delivery, and within the month it will be shipped from Pittsburg to Duvall's Bluff, on White River, in Arkansas. Eighty miles of the road are finished, and the iron for the remaining distance of sixty miles will now be laid down by General Forrest. Fremont and his associates agree to finish and equip the road in accordance with existing contracts, and then he becomes its President and Manager, while present shareholders have guaranteed stock to the extent of their expenditures in the Memphis and Guaymas Pacific Company. It is the purpose of these consolidated companies, Brinkley's, Memphis and Little Rock, Epperson's Southern Pacific, and Sam Tate's Memphis and Charleston, to combine their capital, and consolidate all intervening lines that point to Memphis, and thus create a single road, under a single head, which shall span the continent."

"Your readers have learned that Fremont has effected a purchase of lands along the line of his road through Mexico. He holds a written contract with Juarez and with Maximilian, by which an area of territory, thirty miles in width, on either side of his road, is granted through Sonora and Chihuahua, from the confines of Northern Texas to Guaymas, on the Gulf of California. The Company holds 10,000,000 acres in Texas, security enough to induce the Federal Government to advance bonds to the amount of \$16,000 per mile. If Congress fail, there are French capitalists who propose to furnish the money and accept a mortgage of the Company's lands. With a view to this contingency, a gentleman who has been acting as Consul-general of France, at New York, has resigned his position and becomes the representative of the Company in Paris."

"Interoceanic trade and travel at least during six months in the year, will be confined mainly to Fremont's road. Guaymas, the best port on the Pacific coast, a harbor as capacious and perfect as that of New York, will out-rival San Francisco. Memphis becomes the central city of the continent, whence heavy freights will seek the ocean, or be moved northward by the Mississippi and its tributaries."

In addition to the above, we will state the well known fact, that the Southern Pacific having the great Texas land grants and State aid, is also in trouble, on account of their inability to control means to carry forward the enterprise. The President of this company, COL. WASKOM, we understand is now at the east, and it is expected that he will negotiate a sale of his road with all its franchises to Gen. FREMONT and party, thus consolidating all interests into one, making it perhaps the greatest corporation in the world, with a better route, and certainly with an equal

chance for way and through trade, with any of the other roads to the Pacific.

For the purpose of developing the agricultural and mineral wealth of the whole country, Congress made appropriations also for the

NORTH PACIFIC RAILROAD,

Which, like the Southern Pacific has suffered martyrdom at the hands of those who have had control of its affairs, and the enterprise has laid a sort of "still-born" until the present time. Its vast importance, however, cannot long be overlooked, and while it is true that the central route has got the start, yet the parties who have recently become identified with the enterprise, are a sufficient guaranty that this work will not much longer remain dormant.

Of its past and future, the *Chicago Tribune* of last Saturday, says:—

"Some two years ago the company was re-organized, and a large number of the leading railway managers and largest capitalists in New England became interested in the enterprise. They applied to Congress to endorse their bonds to a reasonable amount, to be secured by the lands on the south side of the road, the track, and the entire rolling stock of the company. As it was made up almost entirely of New England gentlemen, a sufficient amount of Congressional influence could not be secured to carry the bill. We learn that measures are now about perfected again to reorganize the company, with so much power that it can hardly fail to secure the completion of the road as fast as men and money can do it, provided Congress at the next session, can be induced to give the work that national encouragement which its merits warrant."

"In this new arrangement it is understood that Hon. Wm. B. Ogden for himself and the Northwestern Railway, takes one-twelfth and one-third of one-twelfth of the entire stock; Messrs. Thompson, President of the Pennsylvania Central; Cass, of the Pittsburg, Ft. Wayne & Chicago; Fargo, of the New York Central; Berdell, of the Erie, and the American Express Company each one-twelfth, and the balance of the stock is arranged to be taken by New England and perhaps some other parties. The financial strength of the new company will be ample, and the business capacity of the managers will command the entire confidence of the public. The Union Pacific Railway will this very year save the Government in the cost of transporting troops and supplies, more than the interest on the bonds advanced to the company, and a surplus will be left to go towards extinguishing the bonds. The same will unquestionably be true of the North Pacific line."

"Congress has granted to the company forty-six millions of acres of land. These lands they propose to throw open at once to pre-emption and settlement, at prices ranging from fifty cents to three dollars per acre. This will at once send a large stream of settlers in advance of the builders and crowd the finished portions with business, and very shortly with return freight from the products of their industry. The advantages of such a policy are manifest. The line of the road is the only belt of country reaching entirely across the continent that is susceptible of sustaining a large farming population. Of the vast mineral treasures of Montana, Idaho and Washington territories we need not speak.

With the Northern Pacific Railway to develop them, the amount of silver and gold they would yield to the currency of the nation would, if now stated, appear absolutely fabulous. The road would of course divide the commerce of the world with the Central line, but that will be ample for both lines. As the North Pacific Railway and the Central must meet and compete at Chicago we need not point out the interests our citizens have in both these great highways for the travel and the transit of merchandise between Europe and Asia. Its effects upon our growth and prosperity the most sanguine would not dare now to predict."

The importance of the more Northern route, especially in connection with the recent addition to our territory cannot be over estimated; the mineral wealth of the country traversed is known to but few; and, we may say, appreciated by none. We do not believe that it will be any more difficult to operate in winter than the Central. Chicago may, however, also congratulate herself, in addition to the apparent and real advantages she possesses with reference to inter-oceanic trade via the Central and Northern roads, that when they are both blocked up with snows, she will still have open to her enterprise the *shortest route to the Pacific*, taking Chicago as the initial point, via the ATLANTIC & PACIFIC, to which we have referred in the first portion of this article, and which will be ever free from snow, with the lowest gradients and at least two hundred and fifty miles less of railroad travel to the Pacific Ocean.

Boston, Hartford & Erie Railroad.

The Massachusetts legislative committee on railroads and canals has unanimously reported a bill to loan the credit of the State to the extent of three millions of dollars to the Boston, Hartford & Erie Railroad. The principal provisions of the bill are that the road shall expend \$100,000 in the building of new road previous to receiving that sum from the State; no scrip is to be delivered to the company till satisfactory bonds are given that the conditions of the act will be faithfully carried out, or till \$125,000 of bonds, secured by the mortgage to Robert H. Bordell and other trustees, have been deposited with the State Treasurer, for every \$100,000 to be received; \$50,000 a year are to be set aside as a sinking fund to repay the loan, when the road is really opened for use from Boston to the Erie railway, and no portion of the scrip is to be issued unless it be made to appear to the satisfaction of the Governor and Council that the railroad company either alone or with the help of other parties, will be able to complete a line of railway between Boston & Fishkill; and if at any time after any part of the scrip has been delivered, it appears that a through line will not be completed within five years from the passage of this act, then no further portion of the scrip is to be delivered to the company, and the commonwealth will thereafter be empowered to sell without notice the bonds held as collateral security.—*Albany Argus*.

Twelve locomotives for the Pacific railroad have been ordered at Schenectady, and one of them has been forwarded.

South Side (Va.) Railroad.

The South Side Railroad constitutes a principal link in the chain of railroads between the seaboard at Norfolk and the Mississippi at Memphis, and prospectively a link in the line, now being constructed, *via* Knoxville and Cumberland Gap to the Ohio River at Cincinnati and Louisville. As a distinct work it extends from Petersburg to Lynchburg, with a branch from the first named place to tide-water at City Point, as follows:

Main line—Petersburg to Lynchburg..... 123 miles.
Branch line " " to City Point..... 9 "

At the commencement of the fiscal year ending Sept. 30, 1866, the re-establishment of the roadway and stations which had been destroyed during the late war, and the necessary repairs of locomotives and cars were yet incomplete, while much remained to be done to make the rolling stock equal to the business demand of the road. At that time also, the very important structure, the bridge over the James River, was not completed, and, in fact, was not in usable order until February 1, 1866. This, however, and all other works of immediate necessity were carried forward as rapidly as possible; but from want of means the whole property is still left in anything but a desirable condition.

Even at the present time the equipment of the road is insufficient for the service demanded of it. It consists of 13 locomotives, 7 of which were added during the last year, and 110 cars, 29 of which are needing repairs. The train mileage of the year was 211,623 miles, viz: passenger trains, 90,376; freight trains, 86,440 miles; material trains, 24,990 miles, and switching trains, 9,817 miles.

The gross earnings of the company from transportation for the year 1865-6, as compared with those of 1858-59, show the following results:

	1858-59.	1865-66.	Inc.	Dec.
From pass'g's.	\$179,019 82	\$105,703 87	.....	\$73,312 95
" freight.	211,150 06	162,738 97	.....	48,411 09
" mail.	20,000 00	6,649 92	.....	13,350 08
" express.	.....	11,449 15	11,449 15	.....
Hire of cars.	.....	3,038 97	3,038 97	.....
Total gross earnings.	\$410,166 88	\$289,580 88	.....	\$120,586 00

Previous to the war the revenue of the road was very largely derived from local business, and for five years of its existence previous to that period, averaged in round numbers \$371,000 per annum gross, or about \$31,000 per month. For the fiscal year last past, when its receipts have been only in part and not until lately drawn from the transit trade of the country within reach of its connections, it amounted to \$289,580 88 or monthly to \$24,131 74. The receipts from local business were very fairly maintained from the accumulations of products during the war (which were hurried into market until the month of May; since which time they have settled down to the low average of \$12,000 per month. In the meanwhile the revenue from foreign freights increased from \$4,000 to \$16,000, carrying the gross earnings of the road up to \$29,000 per month. Hence, it is thought that with the return of reasonable prosperity to the country through which the road passes, and the proper development of the transit trade which rightly belongs to the great route of which it forms an essential link, as between the Mississippi Valley and the Atlantic seaboard, its future success is not doubtful.

The receipts and disbursements of the company in cash from the 1st October, 1865 to the 30th September, 1866, are shown in the following abstract of the Income Account:

RECEIPTS FROM

Agents and Conductors.....	\$269,179 02
Express and baggage.....	8,900 79
U. S. Government.....	20,697 00
Connecting lines, &c.....	136,644 81
Bills payable—temporary loans.....	90,749 87
Miscellaneous.....	2,124 21
Total.....	\$547,688 00

DISBURSEMENTS FOR

Transportation.....	\$122,073 51
Road and Machinery.....	124,781 69
Profit and Loss.....	4,615 51
Interest—Sundries.....	4,071 29
Pay rolls for labor.....	24,918 37
Individuals, connecting lines, &c.....	102,002 60
Notes payable.....	151,227 98
Cash short, Oct. 1, 1865.....	5,374 59
Cash on hand.....	8,382 83
Total.....	\$347,688 00

Of this total, \$446,501 12 belonged to the accounts of 1865-66 proper. The remainder has been disbursed on account of obligations contracted prior to December 1, 1865. The total liabilities of the company, exclusive of the funded debt, and at the close of 1865-66 are shown in the following memorandum:

I.—Obligations contracted prior to Dec. 1, 1865.....	\$146,187 08
Less amount paid in 1865-66.....	122,114 35
II.—Obligations contracted in 1865-66.....	95,954 89
III.—Interest on funded debt to Jan. 1, 1866.....	207,843 00
Less amount satisfied.....	56,000 00
IV.—Interest on funded debt to Jan. 1, 1867.....	50,754 00
Liabilities outstanding Jan. 1, 1867.....	\$322,624 62

The nature of this indebtedness rendered its adjustment impossible, except upon the basis of immediate satisfaction, and in view of the hesitancy with which foreign capital now makes investments at the South, the further issue of bonds, in subordination of liens already upon the road was deemed a useless resort. In this state of the case the last General Assembly of the State, on the application of the company for a transfer or assignment of the State claim and mortgage upon the road and its property, to the proper authorities of the company, passed an Act under the authority of which bonds for \$1,000 each, and to the amount of \$709,000, that being the balance due the State to the 1st January, 1866, on her loan of \$800,000, have been issued and duly certified by the Board of Public Works, as prescribed by the terms of the Act. These bonds bear 8 per cent interest, payable semi-annually by coupons in New York, and run in even sums of \$100,000 for 18½, 19½, 20½, 21½, 22½ and 23½ years, and in the sum of \$109,000 for 24½ years from July 1, 1866. The successful consummation of these plans will relieve the company from all present embarrassment, and enable it to resume the payment of interest for and from the 1st July, 1866. The funded debt of the company at the close of the fiscal year 1865-66, stood as follows:

6 per cent. 1st mortgage bonds, guaranteed by Petersburg, dated April 21, 1855, and due Jan. 1, 1870 and '75.....	\$300,000 00
6 per cent. 3d mortgage bonds of Jan. 12, 1855, payable Jan. 1, 1862, \$14,900; 1870, \$200,000, and 1872, \$100,000.....	314,900 00
6 per cent. special mortgage to City of Petersburg, of April 21, 1854, payable Jan. 1, 1865 and 1868, in equal installments.....	175,000 00
8 per cent. mortgage bonds, payable Jan. 1, 1863, \$4,500; 1866, \$13,500; 1867, \$6,000, and 1869, \$18,000.....	42,000 00
7 per cent. State (Va.) Loan, payable by 1 per cent. annually as a redemption fund \$800,000, less amount paid to date.....	708,102 34
Total amount, Sept. 30, 1866.....	\$1,540,002 34

The condition of the company, according to the report of the treasurer, made for the

fiscal year ending Sept. 30, 1866, is exhibited in the following abstract:

Capital stock.....	\$1,365,600 00
Funded debt.....	851,900 00
State loan.....	800,000 00
Transportation account to date.....	5,648,941 07
Sales of old iron, &c., in 1865-66.....	76,744 49
Bills and notes, pay-rolls, &c., (current).....	124,931 38
Total.....	\$3,848,076 94

Against which are charged as follows, viz.:

Construction account.....	\$3,538,272 58
Maintenance of way, to date.....	\$648,891 92
General management, ".....	391,875 97
Transportation, ".....	2,678,165 40
Interest account ".....	1,190,023 33
Profit and loss, discounts, &c.....	205,983 80
Cost of lot at City Point.....	8,000 00
War account.....	167,044 91
Other as ets, including \$8,582 83 cash.....	18,914 98
Total.....	\$8,848,076 94

The liabilities and claims against the company outside the books, and including coupons to July 1, 1866, are stated by the Treasurer at \$185,447 64.

Since the date of the report, from which most of the above facts have been obtained, the Legislature of Virginia has passed an act for the consolidation of the Norfolk and Petersburg, the South Side and the Virginia and Tennessee Railroad companies into a single corporation, which, with the connecting lines in the States west of Virginia, will constitute a through line under the title of the Atlantic and Mississippi Railroad, from Norfolk (Virginia), to Memphis (Tennessee). This proceeding carries out the idea of a great Southern through line entertained by the original projectors of the separate works, but which had hitherto been held in abeyance.—*Fin. Chron.*

GRAVEYARD GAS.—A BRILLIANT IDEA.—It seems a serious thing to make "light" of death, yet a practical Frenchman proposes to literally accomplish this feat. His theory (advanced through the medium of *La Gazette Medicale de Lyons*) is that all dead bodies of human beings are at present wasted, when they might as well be utilized by distillation into gas, to be used for illuminating purposes. He remarks:—"Coal is being exhausted, and since the human carcass is capable of supplying a gas of good illuminating power, why should it not be employed to this end? In India the idea is already realized. By a process of combustion in retorts a corpse of common dimensions may be made to yield twenty-five cubic metres of illuminating gas, which, at a cost of twenty-five centimes per cubic metre, would give a value of about eight francs for a body of ordinary size."—*Artisan.*

GOOD FOR THIS DAY ONLY.—A Justice of the County Court of Hamilton, Canada, has recently decided that a railway ticket is good until used, no matter what date it may bear. The decision was reached after the trial of the case in which a passenger by the Great Western Railway brought an action for damages, in consequence of having been ejected from the cars for insisting upon riding with a ticket marked "good for this day only."

False ears of flesh-colored india-rubber have been invented for the use of ladies with large ears. They are used in front of the real ears, which are drawn back and concealed under the hair.

Hard rubber type is said to have been manufactured at Dalton, England, at one-third the cost of metallic type and of equal durability.

Idle Capital.

No man of business needs to be informed that there is at present an unusual amount of capital held out of active employment. The fact is patent to all, and the causes of the lethargy are obvious. The *Journal of Commerce* has the following remarks upon this condition of affairs:

"The sour weather, and the depression in trade, have produced a general indisposition to make any new financial engagements, and unless something is done to awaken the spirit of enterprise, there will be the dullest summer on record. We think that this is needless; and if business men had a little more courage, the difficulty might be remedied to a considerable extent, and to the general profit of the community. There is a want of goods in the South, but they cannot go there without capital. There is room for more business in the West; but timidity cannot undertake it. The North and East have openings for capital and enterprise, but there must be seed cast upon the waters before there can be any harvest, or any sign of growth or even promise of life. We commend this view of the case to those who shrink from any new undertaking. We warn them that ease is not simply inglorious, it implies something more than lethargy. To be inactive now is to suffer even more than rust. No man can sit down quietly with his capital in his grasp and hold it safely. He may lose it if he ventures, but if he does not venture he cannot retain it. The money will melt from his grasp like a handful of snow, leaving him only the faint trace of its presence."

We think our cotemporary scarcely attaches sufficient weight to the causes which have induced this non-employment of capital. As a rule, the merchants of this country are not apt to err on the side of timidity. Usually they are cautious after they have been hurt, rather than before; and are never disposed to neglect the use of their means where there is a very moderate prospect of a remunerative return. When, therefore, they desist from the active employment of their capital, it may be taken for granted that is more than a shadow that has frightened them into idleness. So far as respects the business of the last few months, there are few manufacturers or merchants, in some of our leading branches of industry, who can show any thing better than a record of losses. Every succeeding day brings before them more clearly the fact that consumers cannot afford to buy products at the present cost of production; and the obvious inference is that the larger their operations the larger must be their losses. Surely, this is a sort of experience calculated to make capitalists pause; and it cannot be deemed either surprising or imprudent if they with draw their means from business and invest in Government securities, at 7@8 per cent. interest. It is undoubtedly true that were these parties to continue the employment of their resources, they would thereby augment the production of the country, and by that means promote an ultimate healthier condition of affairs. But they naturally ask themselves, are they called upon to employ their capital, at a steady loss, from mere purposes of patriotism?

Can they afford to squander their accumulations in order to benefit the country at large? It is evident enough how ninety-nine men out of one hundred would act in such a case; and we opine that the writer who gives the above advice would not prove an excep-

tion to the rule. The real want of the country, in order to restore a healthy condition of things and to revive confidence, is a greater abundance of products; restoring normal values. This can be brought about either by capitalists employing their means to the utmost, or by remaining idle, and thereby so far reducing the price of labor as to bring down the costs of production. If the former course be adopted, the capitalists are ruined, and the operatives seriously injured; if the latter, the capitalists preserve their means, and the operatives are temporarily sufferers through being thrown out of employment. Which is the more prudent course? We think the latter. But be this as it may, it is very clear that, following out the instinct of self-protection, it is the course which the capitalist will actually adopt. It is only partially true to say that "to be inactive now is to suffer more than mere rust." Capital of some kind suffers serious deterioration from inactivity; but machinery may be kept idle without heavy loss; and products and raw materials may be converted into money, and the money exchanged for securities, which not only do not suffer from "rust," but pay a handsome rate of interest. It is undeniable prudence on the part of a capitalist to prefer employing his means in good securities to erecting buildings which one or two years hence he might raise at two-thirds the present cost; or to putting up machinery which, at some not remote period, he could erect at much lower prices. And to advise capitalists against this obviously prudent policy and charge them with timidity for not deliberately wasting their resources appears to us a very strange course on the part of a mercantile journal. The necessity which drives capitalists to this means of self-protection is very unfortunate, and it more than anything else evidences the radical unsoundness of the present condition of the commerce and finances of the country.—*Economist*.

Liability of Railroads as Common Carriers.

DISTRICT COURT.

Before Judges Brinkerhoff, Murdock, Cox and Force.

The Cincinnati, Hamilton & Dayton, and Dayton & Michigan Railroad Co's., vs. Emanuel Pontius and Albion Richmond.—This is in Court on a petition in error to reverse the judgment of the Common Pleas.

In that Court the plaintiffs, Pontius and Richmond, brought an action against these plaintiffs in error, for damages arising for delay in the transportation of certain merchandise to New York. It appears they shipped a large quantity of Apple Butter to New York by the Cincinnati, Hamilton & Dayton Railroad, receiving therefor a through bill of lading. The apple butter was detained somewhere between this city and New York until a portion of it became damaged, and, there being no demand for the rest when it arrived, there was almost a total loss. The judgment below was for the present defendants in error, for the sum of \$1,800.

The railroad company says, although it gave a through bill of lading, yet it expressly there-in limited its liability to negligence, &c., occurring on its own line, and that, as the alleged delay did not occur on its line, it was not responsible.

Judge Matthews, for the plaintiffs in error, had progressed but a little way in his argu-

ment when the Court interrupted him, and Judge Brinkerhoff said that as this question whether a railroad can limit its liability as a common carrier in the way claimed in this case, was one of such every day occurrence, and of such vital importance to railroads and the public, and as no authoritative decision on the point had yet been made, although a number of decisions had been made by different inferior Courts, it was deemed a proper case to be reserved to the Supreme Court.

Judge Matthews accordingly made a motion to that effect, and the case was reserved.

Stanley Matthews for plaintiffs; Bartley & Burnet contra.

Government Finances.

The following tables show the variations in the bank reserve at New York City as compared with April, 1866, and the movements made toward resumption during the year by the Treasury Department.

	Ap. 1 27, '67.	April 20, '67.	April 21, '66.
Deposits.....	\$17,674,341	\$14,690,256	\$196,808,578
Circulation.....	33,601,245	33,618,371	24,045,837
	\$21,275,686	\$21,738,827	\$220,854,435
25 per ct. reserve.	55,318,906	54,431,707	55,213,609
Legal Tenders....	\$67,930,351	\$64,036,916	\$77,629,688
Specie.....	7,404,394	7,622,535	9,405,463
Total reserve.....	\$75,334,655	\$71,719,451	\$87,035,151
Excess over 25 per cent	\$20,065,749	\$17,274,744	\$31,884,542
Increase of surplus.....			\$2,731,065
Decrease in surplus reserves in one year.....			11,878,793

The bank statement shows an increase in reserves above 25 per cent. of \$2,731,065, and a decrease in the surplus, as compared with April, 1866, of \$11,878,793.

The reduction in the national debt, "in the form of legal tender," in the interval, has been as follows:

	April 1, 1866.	April 1, 1867.
Temporary Loan.....	\$121,751,970	.....
Certificates.....	62,258,000	.....
One and two year Notes....	8,536,900	.....
Compound Notes.....	172,012,141	\$139,028,630
Legal Tender.....	432,749,252	375,417,249
Fractional Notes.....	28,005,452	29,217,495
Total.....	\$815,313,715	\$543,663,374

Decrease of Legal Tender or its equivalent in one year, \$271,650,341.

OUTSTANDING 7-30s.

	April 1, 1866.	April 1, 1867.	Decrease.
	\$17,014,000	\$382,330,150	\$234,683,850

It will be seen that the Treasury has put into funded debt \$271,650,341 of short debt calling for legal tender or bank reserve, and has funded of 7-30s calling for currency at maturity, \$234,683,850. It is very evident that the national debt in a form to be converted into circulating money is fast being retired, and that the Treasury is fast approaching the time when the United States notes and fractional currency alone will remain to be funded. Gold-bearing stocks, into which the short debt can be funded, are now 5 per cent. higher than in April, 1866, and there is every reason to suppose that funding in 1867 will be more rapid than in 1866.—*Tribune*.

The *Pittsburg Chronicle* says that the first locomotive built in that town was turned out a few days ago; that the works for building locomotives is now fully under way, with a capacity for turning out on the average about one locomotive a week.

The divisibility of copper is so great that a grain of it dissolved in an alkali will give a sensible color to 500,000 times its weight in water.

MONETARY AND COMMERCIAL.

The market for the past week has not materially varied from that of the week before. Mercantile collections are reported as better than a few weeks ago, which we suppose is the result of the improved condition of country roads. The demand for money, though not large, nor excited by any speculative movement, is still fully equal to the means at command to meet, and the usual amount of sorting is the result. First class paper is absorbed by bankers at from 8 to 10 per cent., while other grades are difficult to negotiate at less than 12 per cent.

Exchange is in demand above the supply and currency is continually shipped to New York to keep up balances. The following are the usual quotations:

	Buying.	Selling.
New York.....	par@50 prem.	1-10 prem.
Philadelphia.....	par@50 prem.	1-10 prem.
Boston.....	par@50 prem.	1-10 prem.
Gold.....	134½@135	135½
Silver.....	126@128	130

It is understood that the investigation into the affairs of J. R. Morton, Banker, assigned to J. G. Gibbons, shows the liabilities to be about \$125,000, with available assets of not over \$10,000.

The European war news excited the gold market so that the range of fluctuations for the week has been greater than for some time before. The following are the daily quotations:

	Opening.	Highest.	Lowest.	Closing.
April 25.....	140	141½	140	140½
" 26.....	139½	139½	138	138½
" 27.....	137	137	135½	135½
" 28.....	134½	136	134½	136
" 29.....	136½	136½	135	135½
May 1.....	135½	136½	134½	135½

The following from the *Tribune* of Tuesday shows the temper of the New York market.

Money on call is 5@6 per cent. with loans on Governments at 4 in some cases. Commercial paper sells at 6½@7½ for best, and 8@10 for second grade. At bank dealers are treated more liberally in the way of discounts, but managers prefer short engagements.

Government stocks responded to favorable European news, and the new 5-20s of '65 sold at 107½. Old 5-20s sold at 111, an advance of ½ per cent. The business in all issues was large. State stocks irregular. Tennessee 6s fell ½ per cent. and Missouri 6s rose ½. Railway mortgages dull, and Bank shares steady. The Railway share market opened strong on the full prices of Saturday, and in several cases an advance was paid of ¼@1 per cent. At the Second Board prices were lower with a disposition to sell. Later in the day the market was still lower. The "upward turn" is wholly engineered by professional speculators relying upon cheap money and the idea that the leading shares have fallen enough to make them appear cheap to the outside and inexperienced speculator. For 10,000 shares of Erie, 60½ was bid, but no smaller lot was wanted at better than 60. The market closed as follows: Canton, 43½@44; Cumberland, 31@31½; Western Union Telegraph, 39½@40; Quicksilver, 29@29½; Pacific Mail, 127½@127½; Atlantic Mail, 90½@91; New York Central, 97½@98; Erie, 60@60½; Hudson, 95@95½; Reading, 103@103½; Michigan Central, 108@108½; Michigan Southern, 67@67½; Illinois Central, 113½@114; Cleveland and Pittsburgh, 71½; North-Western, 34½@34½; do. Preferred, 59½@59½; Rock Island, 88½; Fort Wayne, 93½@94.

The New York *Times* gives the following relative to the financial condition of the New York Central Railroad:

Some mention having been made on the street of a contemplated division of the Surplus Income of the New York Central Road to the stockholders, we submit the following figures of the Capital upon which this division would take place. And we may as well add that the whole discussion of the subject is, perhaps, premature, as it has not yet been officially entertained by the Board of Directors:

Capital in original shares.....	\$24,000,000
By conversion to Sept. 30, 1886.....	801,000
By subsequent conversion.....	1,729,000
Bonds entitled to conversion.....	470,000
Total.....	\$27,000,000

The surplus or undivided Income is something over 16 ⅔ cent. on the entire Capital. A scrip stock of 40 ⅔ cent. on the whole \$27,000,000, with four-tenths marked off as paid from and charged to the Surplus Income account, and six-tenths subject to assessment, as the Bonds of the Company could be anticipated, would give free:

To the stockholders, (equal to 16 ⅔ cent.).....	\$4,320,000
And the reduction of the debt.....	6,480,000
Total.....	\$10,800,000

This would reduce the Funded Debt from \$11,896,804 to \$5,416,804, divide the Surplus Income of 1886, and increase the Capital from \$27,000,000 to \$37,800,000. The present accounts stand:

In Capital, (including \$470,000 C. B.).....	\$27,000,000
Income Surplus, Sept. 30, 1886.....	4,407,928
Funded Debt, (ex. of \$470,000 C. B.).....	11,896,804

Total.....	\$43,304,732
New Capital.....	\$37,800,000
Reduced Debt.....	\$5,416,804—\$43,216,804

The Certificate Debt, for premiums on the consolidation of the different sections of the Road in 1853, bear 6 ⅔ cent. interest. They were originally \$9,000,000 in amount, but since reduced by the Sinking Fund of 1½ ⅔ cent. a year to \$6,480,000. This sum may now be a few thousand dollars, more or less. The other Debt of the Company consists of:

Six ⅔ cent. Sinking Fund Bonds, 1887.....	\$2,925,000
Various 6@7 ⅔ cents., original.....	2,491,804
Together.....	\$5,416,804

MICHIGAN SOUTHERN RAILROAD.—ANNUAL MEETING.—ELECTION OF OFFICERS.—The annual meeting of the stockholders of the Michigan Southern & Northern Indiana Railroad was held in Toledo on Wednesday. The regular ticket for Directors had a majority of 20,197 votes.

The only change made in the Board of Directors was the election of Judge Truman, H. Hoag, of Toledo, in place of James H. Banker, of New York. The names of the Directors are:

Jesse Hoyt, New York; Truman H. Hoag, Toledo; Henry Keep, New York; Le Grand Lockwood, New York; Albert Havemeyer, New York; D. N. Barney, New York; John P. Acker, New York; Nelson Beardeley, Auburn, N. Y.; William Williams, Buffalo, N. Y.; John S. Barry, Constantine, Mich.; Philo Morehouse, Elkhart, Ind.; E. B. Phillips, Chicago, Ill.; Albert Keep, Chicago, Ill.

The officers of the Company were re-elected, and are:

President—E. B. Phillips.
Treasurer—Le Grand Lockwood.
Secretary—D. P. Barhydt.
General Superintendent—Charles F. Hatch.

G. W. FULTON,

Civil Engineer,

CONTRACTOR AND BUILDER OF

WIRE SUSPENSION BRIDGES

Covington, Ky.

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Offers to Railroad Companies and Car Builders, their

Cork Springs,

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In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.				
2, 10 "	"	6½ "	"	35 "
3, 8 "	"	11 "	"	36 "
4, 8 "	"	9 "	"	35 "
5, 7½ "	"	6½ "	"	30 "
6, 10 "	"	8 "	"	40 "
7, 7½ "	"	8 "	"	35 "

PHILIP S. JUSTICE, President

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Particular attention paid to BLANK BOOKS and BLANK WORK for

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PUBLIC OFFICES, Etc., Etc.

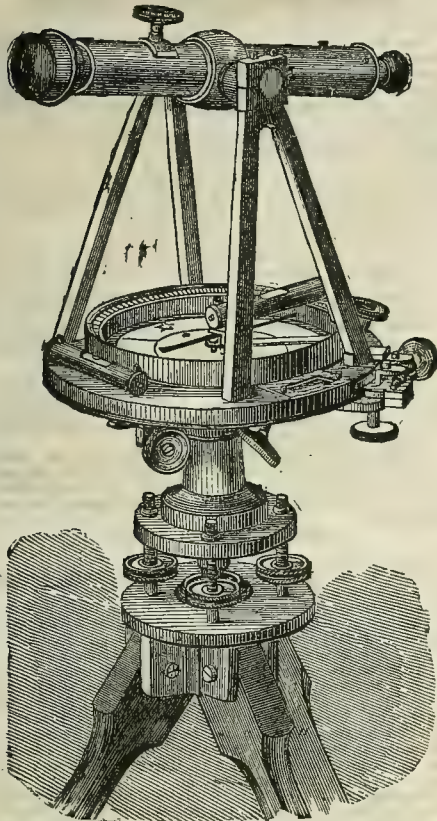
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**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2½ inches in width, and under. *For Tickets over 2½ inches in width.*

SIZE NO. OF	PRICES.	SIZE NO. OF	PRICES.
NO. FORMS.		NO. FORMS.	
1 64	\$37	11 64	\$38
2 96	40	12 96	42
3 144	46	13 144	48
4 192	54	14 192	57
5 256	62	15 252	65
6 320	70	16 320	75
7 400	80	17 400	85
8 500	90	18 480	95
9 600	100	19 600	110
10 720	115	20 700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (*without partings on the doors,*) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
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All orders addressed to us will receive prompt attention.

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HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards,

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

Way Bills,

Blank Books,

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Got out in first-class style, and at as low rates as an establishment in the country.

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H. & D. & D. & M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C. & I. C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C. & I. J. R. R. College Cor., Ind.
J. M. LUNT, Sup't, C. & I. C. R. R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C. H. & D. R. R., Cincinnati,
J. H. WELLES, Ass't Sup't, D. & M. R. R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G. W. R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C. & I. J. R. R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., Indianapolis
[Aug. 2, 1867.]

THE STEAM SYPHON PUMP

IS THE

Most Simple, Effective and Durable Device for Raising Water by steam, yet discovered.

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE STEAM SYPHON WATER-STATION

Locomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops, Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circs and other information, address,

STEAM SYPHON COMPANY,
48 Dey Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

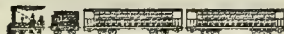
CINCINNATI.

1867.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLION	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.15 "
" NEW YORK	7.0 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:40 p. m.

Passengers by this route save 60 to 120 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers front to East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 8:05 a. m.; Reading at 10:52 a. m.; Allentown at 11:42 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

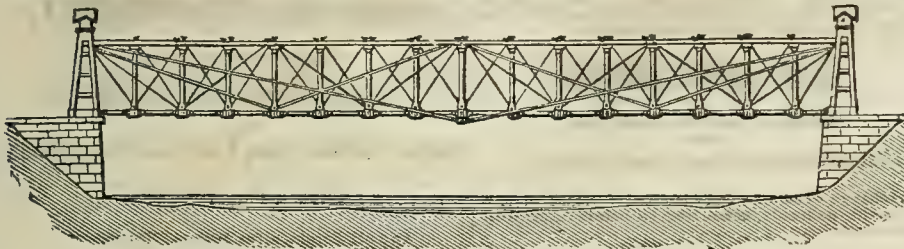
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent Sleeping Cars on night trains.

Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre.

—AND—

Railroad Machine Works.

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run *SEVEN MINUTES FASTER* than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

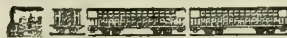
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time *TWELVE MINUTES SLOWER* than Cincinnati time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the *RIGHT TICKET OFFICE* before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts., No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front-street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

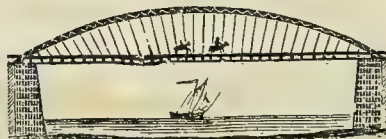
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—14 to 24 inches in diameter, and branches for same. &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The article of manufacture that has obtained the greatest degree of prominence in the list, and has been the most rapidly developed is Petroleum. We all remember (some to their sorrow), the petroleum excitement of a few years ago. The speculative character of the petroleum business has now vanished, and the profits and losses of the trade has become more like that of any other business. The amount of petroleum exported from the United States during the year 1866, was 67,430,451 gallons against 20,805,523 in 1865, and 31,872,972 gallons in 1864. The vast amount exported during 1866, producing such a rapid decline in prices in the foreign as well as home markets as to render many small pumping wells unprofitable, and work on them was discontinued. The total daily product of the crude article in the whole United States, is estimated at about ten thousand barrels; although towards the close of

the year the product did not probably exceed six or eight thousand barrels per day. Of this vast product "there were received in Cleveland over six hundred thousand barrels of crude oil. About four hundred thousand barrels of refined oil were manufactured, and about the same amount shipped East, West and South. These amounts were more than double those of the preceding year. In 1865, there were some thirty to thirty-five refineries in more or less successful operation. Now there are nearly fifty, large and small, with a capital of about three millions of dollars invested. The aggregate capacity of these works would be about six thousand barrels per day.

"They have been run about three-fourths of the time, say nine months in the year. If run to the full capacity during nine months, this would give a capacity of 1,252,000 barrels of crude oil, about double the quantity consumed in this market during the past year, which was about six hundred thousand barrels. This crude oil when manufactured would yield at least .66 2/3 per cent. of refined oil, equal to 838,000 barrels.

"During the year 1866, it is estimated that about two-thirds of the oil manufactured in this city was shipped to New York and other ports for exportation abroad, leaving about 134,000 barrels for the home trade.

"If the demand should warrant the manufacture of refined oil to the full capacity of the present works, we should have a volume of 688,000 barrels to be forwarded to Eastern ports for exportation."

In shipbuilding there has been 4 schooners, 3 barques, three scows, 3 tugs, and 3 propellers constructed for the lake trade, with a total tonnage of 4,968.

The stone quarries in the neighborhood of Cleveland furnish a not inconsiderable source of profitable labor. Of these the report says, "the Ohio or Cleveland building stone and grindstones, as they are known at a distance by that name, are quarried in the vicinity of this city, and are principally shipped from here, and properly belong to the trade of Cleveland, as most of the offices for the quarries are in that city. The Independence Quarries are on the Ohio Canal, about 12 miles southeast of the city. They quarried and shipped about 4,000 tons of grindstones and 5,000 tons of building stone last year.

"The Berea Quarries are about 12 miles from the city on the C. C. & C. and C. & T. Railroads. They quarried and shipped 46,000 tons of building stone, bridge stone and flagging stone. Their building stone was shipped to New York City; also to Canada, Pennsylvania, Michigan, and different parts of Ohio. They shipped from Berea 5,000 tons of small turned farmer's grindstones.

"The Black River Quarries are near the Lake Shore, about 33 miles west of here, on the Northern Division of the C. & T. R. R., in Amherst and Brownhelm townships. They

shipped 20,000 tons of building stone and bridge stone, which went to New York City, Canada, Michigan and Ohio. One church was trimmed with it in Boston last year. They shipped 10,000 tons of large grindstones for manufacturer's purposes."

The report is full of other items of interest to which we may refer at some future time.

[Correspondence of Railroad Record.]

WASHINGTON, D. C., May 4, 1867.

Editors of the RAILROAD RECORD:

GENTLEMEN,—I send you two articles on subjects mainly similar and identical with those which you have often discussed with signal ability, and I have no doubt, benefit to our countrymen, in the columns of the RAILROAD RECORD. The 2d is rather more brief than I could wish, but want of leisure at this time has compelled this brevity.

That grand enterprise to which we have lent so much time and attention, and which your RECORD has so largely contributed to render popular, the Pacific Railroad, advances with steady, majestic strides; and in three, or at most four years, the Central line will be completed, and the commerce of the world revolutionized. The Southern Railroads to Charleston and Norfolk are slow in getting fairly started; but I have an abiding faith that ere long it will be commenced with sufficient means and an earnest purpose, and realize all, and more than all its ardent friends have hoped from it.

The Central line of the Pacific Railroads will not be solitary in occupying the space in structures of this sort across the continent. But difficulties may probably retard the building of others for several years.

Very truly, Yours,
WM. A.

The Forests of the Amazon.

The following is an extract from a lecture delivered by Prof. Agassiz, at Cooper Institute, New York, on the 11th of April:

"The forest itself has a character of its own, entirely different from the forests of other parts of the world. [With us, in the temperate zone, in the more northern latitudes, all the forests consist of a few kinds of trees, and these trees are clustered together, a large number of individuals of the same kind occupying exclusively a considerable tract of land. Not so with the tropical forests. Plants, the most varied, the most diversified from one another, are mixed together in the most profuse manner, so that you rarely see several stems of the same tree side by side, but a mixture of the most diversified kind is crowded together, and forms as dense forests as our densest. And then between them, there is a variety of smaller plants, and of parasites growing upon the trees, and of vines climbing from one tree to another, and it is difficult

sometimes to determine to which plant, vine or tree, the fibres or fruits you see belong. The variety is the more astonishing as at all seasons there are some of these plants in flower. Though there are somewhat marked seasons, yet there is never a season when the trees are destitute of leaves. The forests are evergreen, and only a few kinds of trees, at particular seasons, drop their leaves, but they are so few in number that they only create the impression of a few dead trees in a thickly growing forest. These forests are rich in all kinds of natural products, and it is in these products that the wealth of the continent consists. The valley of the Amazon, as a country, is not rich in mineral productions. It is only in the higher land of the Gorgas and the Motto Grosso, that there are gold and diamond mines, and it is only in the lower parts of the Andes that you find valuable productions of the mineral kingdom. Throughout this extensive valley, as I have stated before, the mineral kingdom is represented by sands, clays and loams, to which I shall allude more in detail in a future lecture; but there are no rocks except where the country begins to rise, for instance, on the Rio Negro above its junction with the Amazon, and on the Tapajos, the Locantius, the Xingee and the Madeira above the water falls. There the solid rock begins, and there is land in which valuable mineral productions may be obtained, but for the whole extent of this plain the chief wealth of the country consists in timber, in textile fibres, in various fruits, and all the various productions of the vegetable kingdom."

"In the first place let me allude to the timber. The variety is incredible. I have seen at Paris, at a public exhibition, a collection of Brazilian timber, choice and varied, and susceptible of furnishing material for the most beautiful cabinet work, of 117 different kinds, which were collected over a piece of land half a mile square. We have not in the United States one half of this number of different kinds of timber worth anything for building purposes or for manufacturing; yet there the variety is so great that from the small area of half a square mile, 117 different kinds could be collected. I have brought home from this short expedition of ten months, in which the survey of plants was only an accessory part of my expedition, specimens of 300 different kinds of valuable timber, remarkable for the beauty of their grain, for their hardness, the variety of their tints and their durability, which if introduced into the commerce of the world, would change the art for which wood is supplied. And that wood is not yet used in any way; it is allowed to float down the river, and the only impediment to navigation that I have perceived at any time was the quantity of floating timber. So little have the inhabitants made use of it that they have no saw-mills, and when they want timber for any purpose, they cut down a tree of sufficient length, and then cut it the

size they wish with a hatchet. This waste is practiced in reference to timber. With reference to textile fibres, there is an endless variety, and we would be greatly benefitted, so far as our shipping alone is concerned, if we would make use of these tissues, which are so peculiarly adapted for making cables, ropes, and the like. There are in particular several kinds of fibrous leaves which have a very resistant and strong fibre. These may be obtained in any quantity on the Rio Negro, and already the English have begun to export that *piasahz*; but I am not aware that the Americans have yet begun to make use of it."

Thus far, the extract from Prof. Agassiz, on the forests of the Amazon. A kindred subject is the Big Trees of California. As the valley of the Amazon is thus very remarkable for the wonderful variety of its trees and for the excellent quality of many of them, so the Big Trees of California appear to surpass anything yet known of the arborescent kind, in the greatness of their size. The propagation of trees has been an improvement largely carried on in Europe for more than two centuries. The celebrated member of Parliament, Mr. Coke, of Norfolk, who opposed so boldly the measures of George III. against the North American colonies, laid the foundation of his fortune by raising saplings which were in great demand for the shipping of England. Our great naked plains to the Southwest and Northwest, would be vastly improved, in my opinion, by careful, enlightened experiments for the propagation of trees upon them. This might not be practicable in some of their localities, but I believe would be to a great extent. The following article which appeared originally in the *New York Times*, is worthy of record and of "honorable mention," as bespeaking an earnest interest on a subject much neglected.

"BIG TREES."

"It is an interesting fact in natural history, which we imagine is not known to every body, that the celebrated "Big Trees" of California are now being successfully grown in this State, and are increasing in magnitude, according to the proper order of things. It is now thirteen or fourteen years since a gentleman, resident near Rochester, made plantations of these gigantic trees from seeds procured in California; and the progress they have already made gives proof that in two or three thousand years they will attain their full growth, and cover an empire with their shadow. When we consider that they reach a height of 300 or 360 feet, and a circumference of 90 or 100 feet, it is evident that this country will not be as destitute of lumber in the far distant future as some people have feared. The experiment of introducing these trees into this part of the world has excited more interest in Europe than among ourselves, and the proprietor is

constantly receiving inquiries from England as to the procuring of seed for use there. The "Big Tree" on General Wadsworth's estate, on Genesee flats, under which the Indians in early days held their councils, used to have a good deal of celebrity; but that was only thirty feet in circumference, and is completely dwarfed by these gigantic wonders of the West."

Botany, Timber, Mineralogy and Metallurgy.

Linnaeus of Sweden, is the modern founder of Botanical science. Systems different from his have prevailed extensively since his time, but all admit the vastness and utility of his labors. The number and variety of plants and trees is much greater than is generally supposed. The immense variety of trees in the forests of the Amazon is geographically described by Professor Agassiz in an extract which I have previously quoted. Although the United States have produced some botanists of note, who have displayed much knowledge of the plants, shrubs, and trees of our own country, if we except Dr. Forney and Professor Agassiz, we have scarcely one that can be deemed in botanical science equal to the first-class names in Europe. We have men of the first attainments in mathematics and engineering; but such are the very men who, as a body, will promptly admit that mathematics and natural philosophy excepted, the educational means and resources of our country are below those of Europe. For the cultivation of the knowledge of the different kinds of wood,—of a scientific exploration and analysis of the various classes of the mineral ores, the means of reducing them and applying them skilfully—we are not as well provided, nor can we show as many men profoundly learned, as Europe. England is ahead of us in the tools she uses in the construction of ships. Our iron-clad navy is our only superiority, in comparing her construction and ours of sea-going vessels. But the grandeur of our resources for making great attainments in these branches of knowledge, justify us in hoping that, as we are an investigating people, within a few years we shall begin to gain upon the European advances in these important pursuits, and that we shall ultimately succeed in excelling them. The valley of the Amazon has, indeed, supplied Professor Agassiz with a fund of useful observations and reflections on the opulence of its products in woods; but if, as is perhaps the fact, it exceeds our own vast country in woods, in shrubs and plants, it is extremely probable that the United States surpasses it in mineral resources. It would greatly accelerate that rapid physical progress we are making, could we have one great Institution for advancement in the important branches of knowledge to which I have referred. It should teach systematically by accurate experiments, by accumulated well selected

specimens, by careful analysis—this nature and uses of woods and minerals.

This Institution must occupy some locality in the valley of the Mississippi, because, so far as our own country is concerned, there can be accumulated with the greatest convenience the means and material by which such an Institution can be made most conducive to the great ends for which it should be founded and patronized.

In these two articles I have assayed to direct attention to a subject extremely interesting to the man of science, and important to the full development of our national resources. We have much science; let us not expatiate upon it in the Spread Eagle style; but let its steps be onward, let it interrogate nature as Kepler, Linnaeus, Newton, Euler, and a host of able scientific men have interrogated her in the last two hundred years, and fifty years will place us at the head of the world of science.

W. A.

THE MEMPHIS AND CHARLESTON RAILROAD.—The annual exhibit of the Memphis and Charleston Road for the present year shows its financial and working condition to be much better than could have well been expected so soon after the close of a destructive and terrible war.

An exhibit of a net earning for the year ending June 30, 1867, based upon actual receipts and a contingent estimate for the remaining months, equivalent to that of the corresponding months last year, shows the amount of \$720,038 94, or \$40,881 54 surplus after paying interest, sinking fund and eight per cent. dividends to the stockholders on all debts, liabilities and stock.

Its indebtedness is shown to be \$2,889,900. To pay off every cent of floating debt, and to enable the company hereafter to use all their net receipts in the payment of dividends, \$764,043 36 is necessary. To raise this amount, it is proposed to issue \$1,000,000 of second mortgage bonds, bearing seven per cent. interest, and payable semi-annually in the city of New York, and secured by mortgage on the road and works. The President thinks this will enable the company to establish its credit upon the high basis it occupied before the war. For an outlay of a little over \$7,000,000, it is shown to possess the following property: 290 miles of first class railroad, 20 miles side track, 2 splendidly equipped and permanently built shops at Memphis and Huntsville, 38 depot buildings, 4 engine houses, 37 division houses, 57 locomotives, 29 first class passenger cars, 7 second class passenger cars, 6 second class passenger and mail cars, 6 baggage cars, 258 box freight cars, 113 platform freight cars, 9 stock cars, 91 road and hand cars, 1 wrecking car, 2,240 acres wood land, 1 hotel at Huntsville, 20 water stations, 1 steam saw-mill, 200 town lots at Huntsville, 30 lots in the city of Memphis (not included in depot grounds), and 17 acres depot grounds in the heart of the city; besides ample grounds at all other stations, with right of way fully secured throughout the entire length of road.

It is reported that the Chicago & North-Western Railroad are about to make a loan on the pledge of a new issue of \$1,000,000 of preferred stock (to the issue of which there is no limitation) is likely to be attempted, if it has not in fact been effected already.

The New Railroad Commissioner for Ohio.

OFFICE OF COMMISSIONER OF RAILROADS
AND TELEGRAPHS,
COLUMBUS, Ohio, May 1, 1867.

CIRCULAR NO. 1.

The law creating the office of Commissioner of Railroads and Telegraphs, passed April 5, 1867, imposes certain duties upon the officer, and obligations upon railroad companies and those doing business with them, which need to be made public in order that the law may be understood, obeyed and faithfully executed.

The object of the law is to see that the business affairs of these corporations are managed in conformity with their charters, that public interest and convenience are properly consulted, and yet, to preserve inviolate the rights and privileges guaranteed to corporations under former enactments.

The rapid growth and prosperity of our State for the past fifteen years, may rightfully be largely attributed to the liberal encouragement offered by our laws for the aggregation of capital and its protection under corporate organizations; but these corporations having become numerous in the State, possessing and controlling immense capital, and ever jealous of any interference by legislation or private dictation, a very general wish was manifested by the people, and clearly expressed to the Legislature that their affairs and conduct should at least be examined, and that inquiry and investigation should be made as to the present laws and usages applicable to them, in order that future legislation may be directed wisely and prudently.

To attain this end, the Commissioner will need the earnest and hearty co-operation of all good citizens, which he respectfully asks, and that a reasonable degree of patience and forbearance be extended to him in the exercise of new and responsible duties.

The leading features of the law may be briefly stated under three general heads.

First—An investigation by the Commissioner into violations of law by railroad companies, their officers and agents, and the prosecution thereof, where penalties are provided.

It will not be possible, nor does the law contemplate that the Commissioner shall examine the many annoyances which are daily occurring to passengers and shippers by reason of their own ignorance or carelessness, or that of the agents of railroad companies; but any such complaints clearly stated and tending to disclose errors and faults of general management, will be examined and filed for future reference or report under the law.

Second—The examination of railroad structures believed to be dangerous or unfit for the transportation of passengers with reasonable safety, and the regulation of the running of the trains over tracks and structures found to be unsafe.

Under this head is involved great responsibility, and questions may arise, tending to provoke serious controversies. It is desirable as far as possible to avoid these, but the safety of human life should at all times be paramount to other considerations.

From the severe service to which most of the railroads of the State have been put during the past few years, it is asserted that some companies are in a crippled condition, and in the exercise of authority under this provision of the law some regard must be had to this fact as well as to the wants of the people living on the lines of such roads, who have

learned to look to them as their only mode of communication with the outer world, socially or commercially.

The Commissioner will endeavor, during the coming summer, to make a personal inspection of all the principal roads open for the transportation of passengers and freight.

Third—The collection of statistics and information concerning their condition, business and management from all railroad and telegraph companies in Ohio, for submission to the Legislature at its next session.

In the multiplicity of railroads in our State, and the vast sums of money invested in their building and operations, and the public necessities which have been created by their introduction, the great want of the people is information and statistics from which wise and prudent legislation may be evolved.

In the work of collecting this information it should be the duty and privilege of every good citizen, as well as the officers and agents of railroad and telegraph companies, to aid the Commissioner.

This aid and co-operation is respectfully solicited; and as the time fixed for the first report to the Governor will be short for the collection of the statistics required under the law, I respectfully request the prompt transmittal from each railroad and telegraph company in the State, of the following documents and reports, viz:

1st. A copy of the charter and by-laws of the company, with a brief history of its organization, and the corporate changes, if any, which have occurred, either upon legal proceedings or otherwise; its present organization, and any connection or consolidation it may have with other corporations.

2d. The names of the managing officers of the Company, such as President, Vice-President, Superintendent or Receiver.

3d. The last printed report of the operations of the Company for the year or half year previous.

4th. The latest adopted tariff of rates for passengers and freights, both local and through, and the rate for telegraphic messages, and any modifications thereof that may be adopted hereafter, as soon as made.

5th. Report in writing to the Commissioner, within twenty-four hours after the occurrence of every accident attended with serious personal injury, with an explanation of the causes and results as far as they can be ascertained.

A prompt response will facilitate the preparation of the forms for reports to be made by the companies to the Commissioner, in the month of October. These forms will be furnished at an early date; and other circulars and calls will be issued only as the necessities may arise or the fair execution of the law may require.

It is hoped that the fullest confidence will be felt that all communications made under this or any other call, will not be used for any other purpose than that contemplated by the law.

The Commissioner can only investigate such cases of complaint as shall be clearly stated and distinctly brought to his notice in writing, and authenticated by two or more witnesses. All such cases will be promptly examined and such action taken as the nature of the complaint requires and the law directs.

Every effort will be made to carry out the provisions of the law in a spirit of fairness to all and partiality to none.

Very respectfully, GEORGE B. WRIGHT,
Commissioner of Railroads and Telegraphs.

Important Decision in Reference to Baggage.

An important case, affecting the rights of travellers upon railways, has just been decided in the Supreme Court of New York. The case was that of Dorothea Rawson *vs* the Pennsylvania Railway Company. The plaintiff brought an action to recover the value of trunks containing clothing and jewelry lost on the railway of defendants, through their alleged carelessness. The plaintiff, at Massillon, Ohio, paid her fare from there to New York, and received several tickets over different lines of railway (including the defendants') as evidence that she had paid her fare. Upon one of the tickets was the following notice:

"This ticket entitles the holder to not over 80 pounds baggage free, and not at a rate exceeding in value \$100, unless notice is given, and an extra amount paid at double first-class freight rates. No road represented by either of these tickets is responsible for the passenger or baggage while upon any other road."

The trunks were burnt in consequence of an accident near Thoma-ton. The defendants set up that the property lost having in good part been received from her husband, it remained his under the common law, and he should have been plaintiff, and the wife could not recover on her own suit. They also claim that the amount and character of the baggage was such as to render the imposition of its safe carriage upon the company as common carriers unreasonable. And, finally, they claim that the Company could restrict its liability by agreement, in the shape of regulations printed on tickets, and specially accepted.

The court decided that the plaintiff could maintain her action even though the property in question was a gift of her husband: and, secondly, that a railway company may limit its liability as a common carrier "by positive contract, the owner of the goods or the passenger voluntarily, for a valuable consideration waiving his right to indemnity; but they cannot do so by any notice placed on a ticket or elsewhere, even where such notice is brought to the knowledge of those whose persons or whose property they undertake to carry;" and, finally, that "the kind and quantity of the materials constituting the baggage of the traveller must depend upon his tastes and habits and his pecuniary circumstances, his position in society and, it might be added, the conveniences and necessities of the particular journey," and is a proper question for a jury.

The result of the decision was the confirmation of the verdict of the court below, giving Mrs. Rawson \$3,995.10 as damages for the loss of her trunks.—*Railway Times*.

LIABILITY OF PERSONAL DAMAGE.—The Supreme Court of the State of New York recently gave a decision which is of importance to railway companies. In the trial of a suit for damages growing out of the death of Mr. William Walker, in consequence of a collision on the Long Island Railway, the Court decided among other points, that it is the duty of a conductor to furnish seats to all passengers. If he should fail to do this, and travelers be compelled to stand, even though they stand on the platform, and personal injury result, the railway company cannot avail itself of the law which absolves it from liability by posting notices in the cars against standing on the platform. Mr. Walker met his death under such circumstances, and his executors recovered damages.—*Am. R. R. Times*.

Report on Safety-Signals on Railroads.

INTRODUCTION.—At a meeting of a General Railroad Convention, held at the St. Nicholas Hotel, in New York, on the 24th day of October, 1866, the following report of a Committee on Safety-Signals and Regulations was ordered to be printed, and a copy sent to each railroad company in the United States. The chairman of that committee, whose name is signed to the report, stated to the convention that he had been unable to confer with the other members of the committee, and reported on his own responsibility. ISAAC HINCKLEY,

JOHN HULME.

REPORT.—The Committee on Safety-Signals and Regulations present some general principles, which they deem important, and which can be applied according to the circumstances of each road.

Where there is great liability to a break in the track, or such obstruction upon it as would cause serious disaster, if undiscovered, such as at a drawbridge, tunnel, or crossing at grade of another railroad, the thing should be presumed to be wrong, until the engineer has affirmative evidence that it is right—that is to say, in such cases *safety-signals should be used, and never danger-signals*. If a danger-signal is relied upon, and if, from defect of apparatus, or negligence of the signal-man or of the engine-man, or if from fog, smoke, or any other cause, the danger signal is not made, or not seen, the result may be a terrible accident; but when a safety signal is relied upon, then, if not made, or not seen, the worst that can happen is a momentary stoppage of the train. In such cases a danger-signal should not be used in connection with the safety-signal, because the engineer becomes accustomed, after a while, to look for it; and then, if it should not be seen, he might presume all right, when wrong, and disaster might ensue.

The correctness of the foregoing principle was strikingly shown by the terrible catastrophe at Norwalk drawbridge several years ago. If the train had been required to stop when there was no signal shown that the bridge was right, no harm would have been done; but the engineer, depending upon a signal that the bridge was wrong—which he did not see—ran into the river.

In a recent case in England, three freight trains formed a single heap of burning ruins in the middle of a tunnel. The notice, that the first train that entered had broken down, was not sent or not received, and the second train ran into the first, and the third into the ruins of both. If the principle above laid down had been in use, and the engineer, instead of looking for evidence that the tunnel was obstructed, had not gone on till he had evidence that the tunnel was clear, no accident would have happened. Neither would the adoption of the safety-signal plan in that case have been attended with any increased expense or delay.

We call special attention to this point, because on a great many roads a contrary principle is acted upon; and because so many good railroad men never thought of the difference; and because serious accidents are so frequently happening, which would be prevented by the plan we recommend.

Of course, there are many things which the engineer must presume to be right until he hears or sees them to be wrong; such as the general continuity of the track, the safety of permanent bridges, &c. Other things, such as drawbridges, &c., are so liable to be wrong, and the disaster—if they are wrong—so se-

rious, that they should always be presumed to be wrong till they are proved to be right. What things should be presumed to be right, and what wrong, will depend upon the degree of risk, and the circumstances of different roads.

On important double track lines of railroad, we recommend (unless some other plan equally efficient is adopted) that telegraphic signal stations should be established at intervals somewhat less than the shortest that are permitted between trains going in the same direction, and each train in passing such station should be informed by signal that the preceding train, going in that direction, has passed the next signal station; or, in the absence of such information, stop for explanation, or proceed under proper regulations, expecting to overtake a disabled train. The display of a danger signal, for a given number of minutes after the passage of a train, is not sufficient; for the attendant may neglect to make it, the engineer may fail to observe it, or if made and observed, and the proper time has elapsed, the preceding train may be broken down, and in the confusion attending upon an accident, no warning may be sent back, or if sent back, may not be seen. These are not mere possibilities, but things of frequent occurrence. Notwithstanding the use of torpedoes and other danger signals, sent back from disabled trains, we often hear of accidents by failure to observe them.

Probably no one cause of disaster is so frequent on the main lines of railroads as one train running into the rear of another. It seems to us the plan proposed ought to prevent such accidents, or at least to render them very infrequent.

Such a plan has been in use for a year past between Philadelphia and New Brunswick, on the main passenger route between Philadelphia and New York, and experience confirms our confidence in its value. The signal used in this case is a white board, with a white light at night, shown through an orifice two feet in diameter, in a black signal-box, so placed that it can be seen as far as possible. A partition in the box separates the signals for the opposite directions. The signals are exhibited to the approaching train by the attendant at the telegraphic instrument pulling a cord or lever, and then the moment the engine passes letting it go, when the signal drops into the lower part of the box out of sight. One all important precaution is, that this signal should never, under any circumstances, be fastened up, as there would then be a possibility of its being neglected, and showing a clear track when it should not.

It is necessary to have a separate telegraph wire for this purpose, not liable to be used for anything else. As a train passes, a counter is used to represent it; this is removed when the train is reported past the next station. Nothing is left to the memory or the judgment of the operator.

Drawbridge and switch signals should not be in the hands of men, but connected with the structures themselves, so that they cannot show right when the thing is wrong; and they should be so contrived, that if out of order, they will be out of sight; their absence will then require the train to stop and examine.

For twelve or fifteen years past, there have been used on the Belvidere Delaware Railroad, drawbridge signals, which can only be exhibited by the insertion of the bolt which fastens down the latch of the bridge, and this insures the continuity of the track.

There have also been used on the same road, during the same period, for switch sig-

nals, large parallelogram surfaces, reaching eight or nine feet above the track, uniform for the whole road, on each of which is painted a long white cross on a red ground, directly connected with the main switch and by a long wooden rod with a moveable short switch used on throatrod instead of a frog. No engineer, who can see it, can mistake the position of the signal, and therefore of the switch, at a mile distance. Many, who have observed these signals for years, consider them in some situations safer without an attendant, than an attendant and his flag without the self-acting signal.

An excellent revolving switch signal is in use on the Erie Railway, and probably on many other roads, in which a white pointer, or by night a white light, indicates that all is right for the main track. Perhaps they would be better without the red pointer, which shows that the switch is wrong, and which the engineer may get into the habit of looking for; and when, from any cause, he fails to see it, may erroneously presume the switch is right. He should regard only the safety-signal.

The following plan of signal, to prevent collisions on railroads crossing each other at grade, has, after much consideration, been adopted at the intersection of the Philadelphia and Trenton and the Reading Railroads. On the former, trains are passing very frequently; on the latter, trains or cars are passing every few minutes. A hollow fixed cylinder, elevated so as to be seen by all concerned, has four openings—one each way for each road. Through these a revolving interior cylinder is seen with a light in it by night, on which two opposite spots are white—all the rest red. When the white is seen through the openings towards one road, allowing its trains to proceed, red will be shown through the others; and while it is being shifted, or when no train is approaching, red will be seen through all. No train is to proceed till the white is shown. When trains are approaching simultaneously on both roads, red is shown through all openings, and all trains stopped.

Signals should be at known and conspicuous points, where they will be always looked for, and therefore most likely to be observed; for example: if the track is disturbed, notice should be shown at a telegraph station, or other point, where it will be looked for, as well as near the spot.

Signal men should be so circumstanced as to be kept cool and alert, not distracted by too many engagements, and comfortably sheltered. A brakeman, sent back with a red light, with the thermometer ten degrees below zero, is a very unsafe guard against danger.

When discretion must be used by any one, it should be by the engineer rather than by the signal man, as the former is presumed to be a superior man, and has more at stake.

Signals should be simple, and not repeated. An engineer, going at forty miles an hour, can attend to and understand one signal, when he might be confused by two.

Colors should be used which can be seen farthest; that is, red and white; and these combined in such well known forms, that they cannot be mistaken for any other object of the same colors seen in the same direction.

Flags are less safe than globes or flat surfaces, for they are liable to be blown edgewise to the observer.

Signals and safety regulations should be uniform for each road, and as far as possible for all roads, especially for those connecting with each other. The apparatus and mode of working should be minutely prescribed,

and carried out with precision. As little as possible should be left to discretion. Emergencies should be provided for by rules deliberately made.

The clocks at all railroad stations should be set daily, or at least frequently, by telegraph, from the standard clock. They should not be unnecessarily multiplied, for fear that some may be left wrong, and so mislead. It is a good plan for watches, carried by each conductor and engineer, to belong to the company, and be delivered to a time-clerk on arrival at each end of the route, to be set right by him, and received from him at departure, and compared with the clock both by him and the person carrying it. Allowance of a minute or two, or more, should be made for error in time, before a train should run on the time of another which has lost its right. As far as practicable, connected roads should use the same time.

Nothing that tends to increase safety on railroads is unimportant. Besides the moral obligation to protect life and limb, very large interests of the railroad companies are at stake. Much of the hostility, sometimes shown by the public against those companies, is owing to their supposed recklessness. It is much better to spend money in precautions than to pay it in damages.

All of which suggestions are respectfully submitted.

ASHBEL WELCH,
Chairman.

PERMANENT PHOTOGRAPH.—At the last meeting of the members of the Inventor's Institute, (London), Mr. Pouncy, of Dorchester, read a paper on sun-painting in oil colors. The paper was illustrated with many fine specimens of the applicability of his process to pictorial and decorative art. The photographic prints exhibited were on paper, canvas, panels, copper, etc., and showed a fine gradation of tone, quite as perfect as the finest silver photographs, while it must be admitted they possess over the latter the immense advantage of absolute permanence. In the course of his remarks, Mr. Pouncy went through the various manipulations connected with the process, explaining them as he proceeded. The sensitive medium used is bitumen of Judæa, dissolved in turpentine, benzole, or other hydrocarbon, with which is ground up oil color of any desired tint. The pasty mass is then brushed over a thin sheet of translucent paper and dried in the dark. When dry, the sheet is exposed under a photographic negative to daylight or a strongly actinic artificial light, which hardens or renders insoluble those parts of the sensitized pigment to which the transparent parts of the negative have permitted access of light. After some minutes exposure to light, the embryo picture is washed in turpentine, benzole, or any other solvent of bitumen. This dissolves those portions which have not been affected by the actinic rays, leaving the remainder of the pigment firmly attached to the paper, in quantity proportional to the amount of light which permeated the different parts of the negative. The picture is now complete, and may be transferred, as in the lithographic process, to card-board, canvass, wood, stone, etc., or, if ceramic colors are used, it may be transferred to potters' "biscuit" and burnt in as usual. Mr. Pouncy may be congratulated on having at last, after years of patient toil, so far perfected his process that it will now in all probability receive many commercial and artistic applications.—*Mechanics' Magazine.*

The Grimshaw Patent Compressed-air Hammer.

We have received the following circular from our friends Thomas Prosser & Sons, of 15 Gold street, New York:

We consider the invention an important one, as will all who are familiar with the inconvenience arising from the use of steam direct in the Nasmith and other steam hammers, arising from the rapid condensation of steam in long pipes as well as in the cylinder of the hammer itself when working, intermittingly. The circular will more fully explain itself.

These machines are under perfect control, and will give any kind of blow required, from a live sharp pick-up, heavy or light, to a mere squeeze or dead pressure blow to crush ores, &c.

The operating compressed air is produced in the same, or in a separate machine, and is worked automatically or by hand with varying intensity, according to the nature of the work and the instant will of the operator. The exhaust air both blows the scale off the work and sprays it with water, if required, and during the intervals, when not required for other work, the air-pump or Compressor is available as a fire-blowing machine, giving a very powerful blast.

Both steam and water power are available as motors, and from one compressed air or blowing machine any number of Stamp-Hammers or similar machines may be driven to great advantage, without belis, pulleys or shafting, and a machine may be removed from one place to another by merely disconnecting the compressed-air pipe.

There is no danger of knocking out the ends of the cylinder, or bending the piston rod by striking water, as is the case with the Steam Hammer, unless there is a continuous blowing through, kept up at great cost, and in continual fear.

Compressed-air machines are always intact, ready to stop or start at any moment without waste of power, labor or oil to keep shafting, pulleys and belts running when not wanted, neither is there any escape of vapor to tarnish bright work, nor of condensed steam to spoil that which is being planished.

The steam engine and blower combined are of the most simple construction, and well calculated for economical operations, for all the advantages of applying compressed air, instead of, or with steam, are not yet told or even known. Steam is subject to condensation from compression and expansion alike, but air is not thus affected, and therefore, *unlike steam*, it admits of the full benefit derivable from the principle of expansive working being attained. The compression of air develops heat and additional pressure, which is available in work before it is expanded, to relieve the back pressure when it leaves the machine quite cool, thus proving, that the heat developed, has been fully utilized in the machine which produced, or rather which used it. And finally, the compressed-air machines may be worked at any distance from the Compressor, as there is no condensation, which is so fatal to the economical use of the Steam Hammer under such circumstances.

NEW RAILROAD IN NEW JERSEY.—The bill granting a charter to build a railroad from Flemington to some point at or near Milford, has passed the Legislature of New Jersey, and is now a law.

The Canada Railway Loan.

In the house of Lords on the 11th April, the Duke of Buckingham moved the third reading of this bill, and it was passed. Lord Lyveden opposed the measure. He said Canada should be left to herself, otherwise they would know they had only to raise the bugbear of American invasion in order to extort money from the mother country. Earl Russell in concluding a speech in favor of the bill, said: I don't think it would be wise to leave Canada without defense, like New-Zealand. Undoubtedly we do expect when these different colonies of North America enter into confederation they will furnish a sufficient army to defend themselves; but, at the same time, we must give them certain assistance. There is no doubt that at the first blush it would appear a very difficult thing indeed, if you were on unfriendly terms with the United States, to defend Canada from aggression. But, for my own part, it seems to me that, having a great world open to her, the United States are very likely to spread their colonization rather to the west and south than the north. I don't expect, therefore, unless there be cause for it on other grounds, that the United States will take Canada merely, as my noble friend says, for the vexation of this country. I think the statesmen of the United States are generally very wise and far-seeing men, and I don't believe they are likely to go to war with England for any such purpose. I don't think that there is any such great difficulty in point of policy as should induce us to do that which is dishonorable—for it would be dishonorable to desert the Queen's subjects, who look to you for protection—and, therefore, I heartily give my assent to the proposal contained in this bill. [Cheers.]

The Duke of Cambridge spoke in defense of the measure as being necessary to the defense of Canada.

The Duke of Buckingham, replying to Lord Lyveden said: In the papers and dispatches no allusion was to be found to the idea of Confederation, but the opinion of the Government of this country was there recorded as to the necessity of this work; and it was unfair, therefore, to say that this loan had been granted as the price of confederation. The Confederation had been spontaneous on the part of the Canadians, and the loan was to enable them to complete a work which this country had, as far back as 20 years ago, pronounced to be essential to the development of the colony. We ought to assist Canada by giving her free communication with the sea, and, though in case of danger she must defend herself, yet we ought to give her the necessary means of carrying out that defense. It would be found that in the event of Canada being exposed to danger the people of England would rally round the colony and defend it with all the power at the command of Great Britain.

A METALLURGIC MIRACLE.—Bellani mentions the following very curious experiment:—If you melt an alloy of tin and lead in a crucible or ladle, and then allow it to get cold, and afterwards write with ordinary ink on the surface of the metal which has been in contact with the sides of the vessel, you may again melt the alloy, and after it has cooled you can still read the letters on the surface. This experiment may be repeated several times and the letters will still be visible, even if the metal has been stirred while melted. Bellani's explanation of this curious phenomenon is, that a very thin layer of oxyd is formed by the writing, which oxyd is not reduced by the repeated fusing of the metal.—*Mechanics' Magazine.*

MONETARY AND COMMERCIAL.

The condition of financial matters has not materially altered since our last week's issue, although there is, apparently, a little better supply of currency, obtained from increased collections. The general feeling, however, is much more hopeful than a few weeks ago; the promising condition of the growing crops, the hopes of peace in Europe, and the prospects of an improvement in general business towards fall; all help to give a better tone to the general feeling that the most trying time is past.

One gratifying feature of the past is the very few failures of magnitude involving wide spread ruin, and the absence of any extreme urgency at the discount houses for loans during the greatest stringency in the market, evidencing an ability, on the part of business men, to carry their own burdens. Discounts may be quoted as easy for good paper, at 9@12 per cent; paper of a lower grade meets with but little favor.

Exchange has been in demand above the supply from legitimate sources, and some bankers have been constrained to ship currency. The usual quotations are as follows:

	Buying.	Selling.
New York	1-10 prem.	1-10 prem.
Philadelphia.....	par.	1-10 prem.
Boston.....	par.	1-10 prem.
Gold.....	137½	138¼
Silver.....	129@130	131@132

The fluctuations in gold is shown by the following daily table of prices:

	Opening.	Highest.	Lowest.	Closing.
May 3.....	135½	136½	135½	136½
" 4.....	136½	136½	135½	136
" 5.....	136½	137½	136½	137½
" 6.....	138½	138½	137½	138
" 7.....	138½	138½	137½	138
" 8.....	138½	138½	137½	138

Of the New York market, on Tuesday, the *Tribune* says:

Money continues easy at 5@6 per cent on call, with large amounts offering.

Gold has been very excited, opening at 137½ and on the report of the failure of a heavy cotton house rose to 138½, closing at 137½.

Government bonds were strong and active, and the business in them continues very large. The miscellaneous share list was dull and heavy. A decline of 2½ per cent was made on Western Union Telegraph. Pacific Mail was steady at 129½. The Railway share list opened dull and heavy. Erie broke to 62½, but on large purchases, made to rally the market, advanced to 63½, but it immediately broke again and sold as low as 60½, closing at 61½. The balance of the market sympathized with Erie, and a decline of from 1½@2 per cent was made on the entire list. At the close the market rallied slightly, but left off excited and unsettled. The following are the closing quotations: New York Central, 97½@97½; Erie, 62½@62½; Reading, 103½@103½; Michigan Southern, 68½@68½; Cleveland and Pittsburgh 73@73½; Rock Island, 89½@90; North-Western; 35½@35½; North-Western Preferred, 61½@61½; Fort Wayne, 96.

The Exports (exclusive of specie) from the Port of New York to foreign ports for the week ending May 7, 1867, amounted to \$4,196,819.

Receipts of the Western Union Railroad Company for the week ending May 7:

	1867.	1866.	Inc.	Dec.
Freight	\$9,121 57	\$11,766 03	.....	\$2,644 46
Passengers....	2,719 50	2,542 37	\$177 13	.....
Express & Tel.	320 00	250 00	70 00	.....
Mail	375 00	379 91	.....	\$4 91
Totals.....	\$12,536 07	\$14,938 31		

Receipts from January 1, to May 7,—

1866	\$178,678 62
1867	\$156,382 85

Decrease.....\$22,295 77

It is stated that the April earnings of the New York Central Road exceed the large traffic of the same month last year. The figures are:

1866.....	\$1,198,000
1877.....	1,236,000

Increase.....\$36,000

MARIETTA & CINCINNATI RAILROAD COMPANY.
—Statements of approximate earnings for the fourth week of April, 1867:

	1867.	1866.
Passengers.....	\$10,009 00	\$9,305 00
Freight.....	18,655 00	10,774 00
Mail, Express and		
Telegraph.....	1,430 00	1,327 00
Total	\$30,094 00	\$21,406 00
Total this month to		
date.....	\$92,768 00	\$82,722 00
Total for the fiscal		
year commencing		
1st of January....	\$350,532 00	\$340,021 00

The Erie Railroad Company earned for the year ending

December 31, 1866.....	\$14,596,413 09
Expenses	12,358,307 09

Net income.....	\$2,238,106 00
Interest on bonds...\$1,631,073	
7 per cent on P stock 567,304	2,198,377 00

Surplus.....	\$39,729 00
The funded debt is stated at...	22,429,920 00
Stock, common.....	\$16,574,300
Stock, preferred....	8,536,910 25,111,210 00

Total stocks and funded debt...\$47,541,130 00

Among the items to be saved this year are:
United States Taxes.....\$250,000
Amount paid in the Pennsylvania
Coal Company in 1866..... 98,000

In the item of fuel the savings now reach \$2 per ton upon coal. The reduction in operating expenses for the first four months is reported to be \$500,000, and the increase in gross earnings for April is stated at \$100,000. Among the sources of increasing income is placed an item of \$350,000 from the new Merchant's Union Express Company, and a full year's business from the Pennsylvania Coal Company at satisfactory rates, under a new contract.

THE RAILROAD CONSTRUCTOR A SUCCESS.—*San Francisco*, March 31.—The trial of the new railroad constructor has been a complete success. The machine levels the track, lays the ties, deposits the rails, and nails them to their places. It is estimated that with a complement of twenty men it will do as much work per day as two hundred men without the aid of the constructor.

G. W. FULTON,
Civil Engineer,

CONTRACTOR AND BUILDER OF

WIRE SUSPENSION BRIDGES

Covington, Ky.

REFER TO JNO. A. ROEBLING, Esq.,
Chief Engineer Cin. & Cov. and Niagara Susp. Bridges.

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Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

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THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6½ " " 35 " " "	
3, 8 " " 11 " " 36 " " "	
4, 8 " " 9 " " 35 " " "	
5, 7½ " " 6½ " " 30 " " "	
6, 10 " " 8 " " 40 " " "	
7, 7½ " " 8 " " 35 " " "	

PHILIP S. JUSTICE, President

No. 14 N. Fifth St., Philadelphia.

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BOOKSELLERS AND STATIONERS,

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BOOKS & STATIONERY AT LOWEST PRICES.

BLANK BOOKS,

Of any desired pattern made to order promptly.

Particular attention paid to BLANK BOOKS and BLANK WORK for

RAILROADS, BANKERS,
MERCHANTS, INSURANCE COMPANIES,
MANUFACTURERS, EXPRESS COMPANIES,
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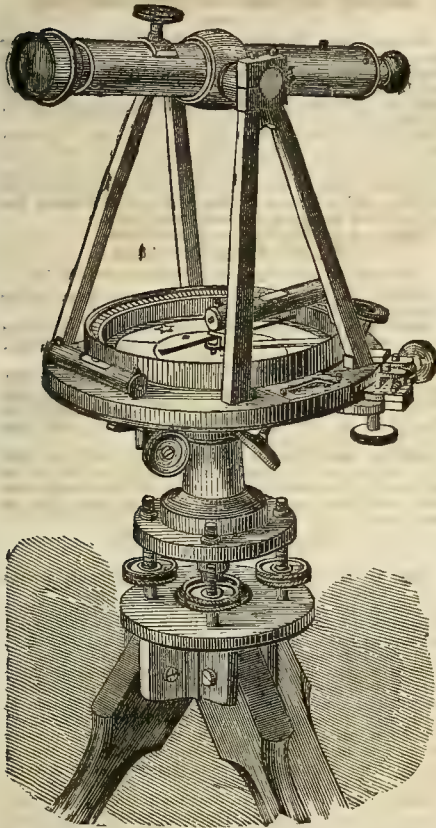
BINDING OF ALL KINDS NEATLY EXECUTED.

Those desiring FIRST CLASS BOOKS can have them done satisfactory at reasonable prices.

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**ENGINEER'S
TRANSITS, LEVELS,
Leveling Rods, Chains, etc.**



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WOOL & COTTON WASTE,

FOR RAILROAD & STEAMBOAT USE,

STEAM PACKING, ETC.

No. 233 Church Street,

PHILADELPHIA

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

Productive Wells all

around them.

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 1/4 inches in width, and under. For Tickets over 2 1/4 inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

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WRIGHTSON & CO.,

Railroad Printers

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HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards,

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

Way Bills,

Blank Books

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Got out in first-class style, and at as low rates as an establishment in the country.

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H. & D. & M.

MERCER, MORE & CO.,

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J. M. RIDENOUR, Pres't, C. & I. J. R. R. College Cor., Ind.
J. M. LUNT, Sup't, C. & I. C. R. R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C. H. & D. R. R., Cincinnati,
J. H. WELLER, Ass't Sup't, D. & M. R. R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G. W. R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C. & I. J. R. R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., Indianapolis
[Aug. 2, 1867.]

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It is an independent LIFT AND FORCE PUMP, with-
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IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

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Locomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
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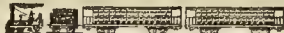
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1867.

CHANGE OF TIME!

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TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLIEN	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

THE NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

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OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
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E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 1:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburgh 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at
1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

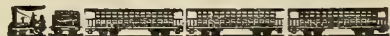
2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

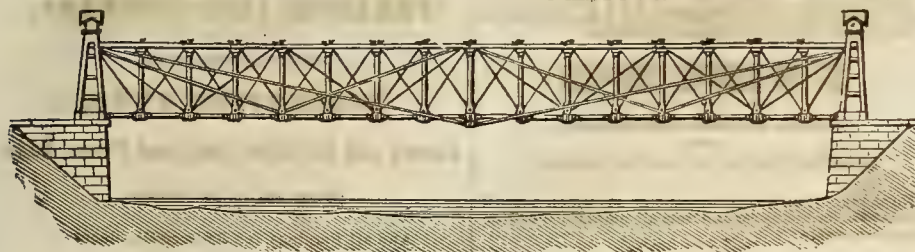
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

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LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to centers without boring), Composition Castings for Bearings; every description of Cooper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

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Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor Fourth and Main Sts

The Old And Reliable Route.



Through to Pittsburgh without Change.

THE PITTSBURGH, PORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburgh, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
myll Pittsburgh, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,
MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequaled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton, Bellefontaine, and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without
Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago. Advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO.

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

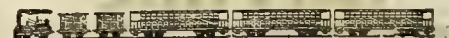
Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—from 4 to 24 inches in diameter, and branches for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, THOS. T. TASKER, JR., HY. G. MORRIS.
CHAS. WHEELER, S. P. M. TASKER

Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS.—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, }
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, MAY 16, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Night Express.....	5:00 P. M.	6:10 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Hickson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connorsville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connorsville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

The Progress and Prospects of the Union Pacific Railroad.

We have before us a little pamphlet, prepared by the Company, to exhibit what they have done and what they expect to do, on this great National Highway. The following paragraph will show what they actually have done.

On the first of January, 1866, the Union Pacific Railroad extended only from Omaha to Fremont, Neb., a distance of forty-six miles. On April 11, 1866, track-laying commenced for the season, and on December 11, 1866—only eight months!—three hundred and five miles of main line were completed. On December 11, 1866, track-laying was suspended for the winter months with the determination of its resumption early as possible this spring. The United States Commissioners, sent by the Government to examine the road in completed sections of from twenty to forty miles at a time, have in every instance reported to the Government, every portion constructed in a superior manner. The public who have already given it a liberal patronage pronounce it as level, as smooth, as any road in the United States; and we claim it to be the longest air-line road in the world—stretching as it does in a straight line for hundreds of miles, through the level plain along the beautiful Platte River.

When work progressed so rapidly in 1866, when the Missouri was the only channel of supply, what may we not expect to do in 1867, when we have, in addition, direct communication with all parts of the East over the Chicago and Northwestern Railway, now in complete working order to the eastern bank of the Missouri and directly opposite the depot and machine shops of the Union Pacific Railroad.

A few weeks since, a train left Omaha whose freight was \$5,000 to the Company; and in the last week, the receipts were \$48,000, or nearly \$7,000 per day. At this rate, the annual receipts on 300 miles will be two millions of dollars. The ultimate cost of 305 miles is less than fifteen millions, the interest on which is \$900,000. This is 45 per cent. of the gross receipts. As the business of the road rapidly increases with its construction, it is perfectly clear, that the first three hundred miles of the Union Pacific Road will pay, at least, a profit of 6 per cent. immediately. This for the stockholders is a most encouraging fact. It is a good deal more, we suspect, than was anticipated. But, as the hard and difficult parts of the road over the Black Hills and Rocky Mountains, are yet to make, it may be thought the whole road will not be profitable. There are, however, certain facts, which seem to show, that the same success will attend the whole line. Thus, it is an established fact, that the longest lines pay the best. It is also clear, that as the road progresses, multiplies its own business. Population goes with the road. This increases at both ends, and as a road goes on, the swarm of emigrants going to the great mining regions take more and more the railroad line; and the Government troops and stores are sent over the line. We do not see, therefore,

that the road is likely to be less profitable, as it advances; but, just the contrary. It seems to us very clear, that this great work is to be a paying work of the first class. Let us now look a little at the route, and plan of the work.

The Union Pacific Railroad Trunk properly extends only from the 100th degree of longitude to the California State line. This is 1,313 miles; but, the same company makes the Omaha Branch, which is 247 miles; so that the work of the Union Pacific is 1,560 miles, from Omaha to the Nevada range of Mountains. Of this line, 305 miles are completed, 259 of which was actually done in about eight months work! It is, therefore, evident that the Company can, if it chooses (and it does choose), finish this whole line in four years, that is, by January, 1871. This is their intention, and unless something extraordinary and unexampled occurs to prevent it, the road will be completed at that time. This route is composed as follows:

	Miles.
Omaha to Camp Walbach (Valley of the Platte).....	517
Over the Black Hills.....	61
Laramie Plains, Rocky Mountains and their slopes and valleys to Salt Lake City.....	456
Salt Lake City to Humboldt River.....	208
Valley of Humboldt River.....	200
To Nevada Mountains.....	123

Omaha to Nevada Mountains..... 1,565

The whole Valley of the Platte, of the Humboldt River, the Laramie plains, and portions of the residue, making 1,000 miles, are not more difficult to make a railroad in, than is any ordinary route in the Eastern and Middle States. Of the whole route, only 289 miles, being the rocky portions, and abrupt descents of the Black Hills, and Rocky Mountains are very difficult to construct. On these portions the Government grant in money is \$48,000 per mile, with power to borrow an equal amount, besides 12,800 acres of land per mile. This is a grant fully equal to thirty millions of dollars for (289) two hundred and eighty-nine miles of Road, which is probably more than sufficient to make it.

Some features in the topography of this road may be interesting. The following are some of the altitudes taken from Dodge's Report:

	Above the Sea. Feet.
Omaha, Missouri River.....	968
Columbus.....	1,458
Kearney.....	2,128
Julesburg (Mouth of Lodge Pole Creek).....	3,513
La Porte.....	5,050
Camp Walbach (517 miles).....	7,040
Evans' Pass.....	8,242

In about 600 miles the road ascends about 7,300 feet, which is only (13) thirteen feet on an average per mile, to the summit of the Black Hills range. From Camp Walbach to the summit (about 60 miles), the ascent is 1,200 feet, which is only 20 feet per mile. It

is understood, however, that the most difficult parts of the constructions are on the Western descents.

A very important inquiry for the Company and for the public is, whether coal can be found in sufficient quantities on the line of the road to obviate the necessity of bringing wood for a great distance? For one of the great features of the whole country towards the Rocky Mountains is a scarcity of fuel. But, on this point, it is settled, that a great abundance of coal can be found a little south of the Road. It will be observed, that the Union Pacific, on the adopted line, goes considerably north of Denver, and it is between the Road and Denver; but, in some places near the road, coal is found.

Gen. Dodge says:

The locality I have marked down as nearly as possible on the map annexed. It is between the valleys of the Box Elder and Lone Tree.

The quality is about the same as the Crow Creek coal, having less sulphur. The disadvantage lays in the want of water and timber close by; this would require some more expense to overcome. But the advantage is in a greater depth of vein.

In both cases a little expense would be sufficient to establish the practicability of working these beds with advantage or not.

I now call again your attention to another point I visited nearer the mountains, and several miles southwest of the places above reported on; that is, the beds worked at Bellemont, Colorado.

I find, after investigation of these beds, that there are out-cropping five or six beds of coal; one about 12 feet deep; one about 6 feet deep; one five and a half feet deep; and the others not fully ascertained, but may be put down as having a depth of five to eight feet. That these are found frequently at the out-cropping in double beds of 2, 3, 4 and 5, &c., feet deep.

There can be no question, that ample supplies of coal may be found on the line of the Pacific Road.

Mr. Lennep, geologist, says:

The bed of coal worked at present, has as much as eleven to twelve feet depth, and has very small veins of iron pyrites which break to dust by handling, and remain behind with the coal dust, very little being found in the pieces coming out of the mine. The inclination of the bed at the end of the gallery opened, is about five and a half feet to the 100 feet, the dip being to the S. S. E.

Of iron ore he says:

With regard to the iron ore and iron works, at Bellemont, I would mention that the hematite and limonite is spread all over the country, and exists in the sandish clay rocks that are between the coal beds. In some places where the rock has been decomposed, the ore has only to be dugged out to any amount desired. In other places, again, you find it on the surface in large quantities, and would have only to be picked up. The rock being sandish separates from the ore readily, thus requiring no washing.

The investigations west of the Rocky Mountains are not yet sufficient to show what, if any measures of coal or iron may exist, on

the line of the Road; but, between the Rocky Mountains and Salt Lake, north of the road, there is supposed to be a large Coal Basin. On the whole, notwithstanding the scarcity of fuel on the plains, there is reason to believe the Railroad will always have a sufficient supply, at even moderate rates. The Union Pacific Company is now in market for a loan of its First Mortgage Bonds, and there can be no doubt, they are the safest and best investment, at the same price, in the country. Their security is absolute; for the loan is the only lien, the Government having made a gift of its advances, so far as the mortgage is concerned; in fact, having guaranteed the completion of the road, which is the main point to the bondholder; for when completed, there can be no doubt of its being profitable. The Government advances amount on an average to \$28,000 per mile; 12,800 acres of land per mile; and the rights of way and material. The loan, however, is necessary in order to keep the lands, till they are made valuable, by the advance of population and improvements. After the long discussion and various attempts we have had, to make the Great Pacific Railroad, we may at length congratulate the public of the United States, and even of the world, upon the prospect, we may say the certainty, that this greatest enterprise of modern art will be soon completed, and in all probability go down to posterity as the greatest Highway of the Nations.

Through Routes East.

The New York Tribune of May 10th says:

"There are rumors to the effect that the Pennsylvania Central Railroad Company, who have the management of the Pittsburgh & Columbus Railroad, are negotiating with a view, if possible, of obtaining the management of the Little Miami, Columbus & Xenia Railroads to Cincinnati, Ohio, and thus extend their through line direct from Philadelphia to Cincinnati via Pittsburgh and Columbus. It is said that the Baltimore & Ohio Railroad, in view of this fact will endeavor to obtain the control and management of the Cincinnati & Zanesville Railroad, in order to complete with the Pennsylvania Central.

It is understood that the contract ratified on Tuesday of this week by the Cincinnati, Hamilton & Dayton Railroad, will give a through route to the New York Central and its connections to Cincinnati; the Erie Railway already has such a route via the Atlantic & Great Western, and it is not surprising that their rivals should endeavor to place themselves in an equally favorable condition.

The Tribune says:

"A Western railway director states that the railroad warfare at the West is more bitter than ever. The roads are now carrying freight at less than canal and Lake rates. The Michigan Southern is losing in this way at the rate of over \$1,000 a day, and the Fort Wayne and New York Central are losing nearly as much."

Cincinnati, Hamilton & Dayton R. R.

ANNUAL MEETING.

The annual meeting of this company was held at the company's office, on Tuesday the 14th; the President, S. S. L'HOMMEDIEU, Esq., read his annual report as follows:—

Cincinnati, May 14, 1867.

To the stockholders of the Cincinnati, Hamilton & Dayton Railroad Company:

GENTLEMEN: In accordance with the requisitions of the by-laws, I herewith submit a statement of the business of your road for the year ending March 31, 1867:

The report of the Secretary and Treasurer shows the earnings for the past year to have been\$1,301,536 67
And the expenses of transportation..... 847,594 10
Leaving for taxes, insurance, interest on bonds, &c.....\$ 453,942 55

Which have been applied in part as follows:

Taxes, Gen. Gov't and State.....\$ 68,920 56
Insurance 1,460 00
Interest on the bonds and general interest..... 162,278 94

Two dividends in stock have been made of 5 per cent. each.

The gross earnings per mile have been.....\$ 21,692 28
Per mile in previous year..... 22,692 79

The falling off in gross receipts of the company (\$60,029) have been less than anticipated during the year, and much less, in proportion, than on many of our leading roads. Two successive failures of crops, the general stagnation of business, and the strong competition of water routes, resulting in extreme low through rates, have had an unfavorable effect upon the freight earnings, but not to as great an extent as expected:

The local passenger earnings on this, as well as on the Dayton & Michigan Road, show a very considerable decrease, consequent, doubtless, upon a general dullness of trade and the prevalence of cholera during the months of August, September and October last. The same may be said of many of our Western roads, where the local passengers have fallen off from 30 to 40 per cent.

The unusual expenses of transportation are still kept up by the high price of labor and supplies, and there seems at present but little prospect of an improvement in this respect. A constant effort has been made during the past year to reduce the number of men engaged in operating the road, maintaining the track and superintending the business of the Company. Quite a reduction in the number has been made, and the pay rolls of March show only an average of five and a half men per mile on the roads operated by this Company, including all engaged, from the President to the brakemen. This, we believe, to be much below the average on roads similarly situated and doing an equal amount of business. The average price paid per month, embracing all the mechanics in the shops, those running trains, repairing tracks and rebuilding bridges, as well as the general officers and agents of the companies, is fifty-seven and 66-100 dollars.

The prospect for a profitable summer's business is not very bright, but it is hoped that good crops will bring up the average of the year to equal the one just past.

For net profit, at the present time, our company must mainly rely on its local business. Through freights are now carried at a price below the actual cost of transportation on some of our leading roads between the East and the West. This arises from a scarcity of freight, and from an unwise and ruinous competition, originating, in a measure, from the employment of two sets of agencies by leading roads, to obtain through business.

The road and its equipment have been kept up during the past year in good condition, and has been operated with its usual freedom from accidents to persons and property. By the extraordinary floods of the year 1866, we lost a bridge over the mouth of the Elk Creek, a stream that rises with uncommon rapidity, and when the Miami river, into which it empties, happens to be low, its waters sweep everything before it. The bridge now in course of construction over Elk Creek it is believed will be of a capacity sufficient to avoid any future disaster at this point. The two principal bridges over the Great Miami river, double track, have been in use sixteen years, and must be removed the present season. The one over Mill Creek, near the city, has been renewed this spring. The expenditures, consequent on the damage done on our road by the floods of 1866, have added much to the cost of operating expenses.

The business in connection with the Atlantic & Great Western Railway continues to increase, and although the expenditure was very large, to accommodate the new connection still it already pays the transportation expenses and a fair interest on the investment. From this important connection we confidently look for a large increase of business. The Atlantic & Great Western Railway has recently passed into the hands of a receiver, but this will not interrupt the regular and successful working of the same. On the contrary, the company will be better able to expend the necessary amount to keep the road in first-class order, and to transact a larger amount of business to the satisfaction of the public.

The Cincinnati & Indianapolis Junction Road, which connects with our road at Hamilton, will be completed to Indianapolis during the present year. A company of enterprising and wealthy gentlemen of our city have taken a contract for the finishing of our road, and they will advance the requisite amount of money. This road is now one of the most important feeders of our line, and will become much more so when extended to Indianapolis, and to a connection with the railroads centering there. It is anticipated that the increase of business from this source, and from the Cincinnati, Richmond & Chicago Road, will make the extension of our double track to Hamilton, the point of connection, a matter of necessity within the next two years. Those who have undertaken to extend the Junction Road to Indianapolis, are mostly large stockholders in the Cincinnati, Hamilton & Dayton Company, and we cannot but wish them great success in their enterprise.

The Board of Directors have recently concluded an important contract with the Cincinnati, Dayton & Eastern (short line) and the Sandusky, Dayton & Cincinnati Companies, which is herewith submitted for your consideration and approval. By an examination of the contract you will see that the annual sum to be paid to the Cincinnati, Hamilton & Dayton Co., for the use of its narrow gauge track between Dayton & Cincinnati, will be equal to the interest on half the cost of the same, including our valuable depot grounds in Cincinnati, Hamilton and Dayton; the depots and grounds in Cincinnati not to be used by the Cincinnati,

Dayton & Eastern Company, except temporarily, when the floods in the Ohio river interrupt the business of other roads terminating on the low grounds of our city. In addition to the annual rental of \$130,000 per annum, the Cincinnati Dayton & Eastern Company are to pay a proportion of all repairs to tracks and bridges, according to the number of cars and locomotives run on and over the same. The Cincinnati, Dayton & Eastern are to do no local freight business on the line of the Cincinnati, Hamilton & Dayton, nor passenger business, with the exception of that received at Hamilton and Middleton on 2 trains, where they stop for the purpose of taking wood and water.

This contract has received the unanimous approval of the several Boards of Directors, and is regarded as important to both contracting parties. The Cincinnati, Hamilton & Dayton Company will receive a satisfactory price for the facilities which she has to spare and the Cincinnati, Dayton & Eastern Company will obtain an independent entrance into Cincinnati, for the annual interest on one-half it would have cost them to build a road from Dayton to Cincinnati. It also puts at rest the question of a rival line to the Cincinnati, Hamilton & Dayton road, between its two terminal points which would be highly injurious to the interest of both corporations. The Cincinnati, Dayton & Eastern are to have the use of the track of the Cincinnati, Hamilton & Dayton to a point a few hundred feet east of Mill Creek, on the Western border of our city.

The Construction account of the C. H. & D. R. including both the narrow & broad gauge tracks, Equipment, Real Estate and Depots, stands on the books at	\$5,265,501 71
Amount advanced to D. & M. road for permanent improvements and equipment.....	323,117 96
Amount of bonds held in Junction Road, and other assets.....	149,333 93
	<hr/>
Am't of stock issued \$3,260,800	\$5,737,953 60
" " bonds..... 1,759,000	
	<hr/>
	5,019,800 00
Leaving a balance of.....	\$718,153 60

The real estate and depots in Cincinnati, Hamilton and Dayton are estimated in the above at cost. It would require, at this time, a million of dollars more to provide the same amount equally well situated for business.

The bills payable of the Company, created by the expenditures for equipment, extending side tracks, and for permanent improvements on the Dayton & Michigan road, now amount to \$529,724 93. To pay off this floating debt, and to enable the company to continue the payment of cash dividends from October next, the Board of Directors have authorized and directed the issue of additional mortgage bonds, payable in ten years, with a sinking fund of twenty-five thousand dollars per annum. The bonds will bear eight per cent. interest, payable semi-annually in New York, and will not be sold for less than par. These bonds, it is believed will command ready sale in Cincinnati. It is proposed, how-

ever, to give to all stockholders, East and West, an opportunity of taking their pro rata proportion. The mortgage will provide for an issue of one million of dollars, though no more will be disposed of at the present time than is sufficient to pay off the debt incurred for construction and equipment. The remainder will be held until such time as it may be necessary to extend our double track to Hamilton.

The earnings of the Dayton & Michigan, as well as those of the Cincinnati, Richmond & Chicago, have been seriously effected by the failure of crops. Those of the Dayton & Michigan have also been interfered with by opening of the Atlantic & Great Western Railway, which has received from and delivered to the Cincinnati, Hamilton & Dayton Road, at Dayton, a large amount of through freights heretofore transported by way of Toledo. This was unavoidable, in the ordinary course of business, as shippers avail themselves of the route which makes the quickest time and subjects the freights to the fewest handlings. The local freight traffic of the Dayton & Michigan Road, however, shows an increase equal to the falling off in through traffic.

The rapid development of the country, especially that on the northern portion of the Dayton & Michigan road, more than meets our expectations. Between Lima and Toledo, mills have been built in large numbers during the past year or two, for sawing of lumber, for which there is great demand both in Cincinnati and the East. Almost every point where mills have been erected small villages are springing up, giving promise of future business of great importance to the road. The loss of the timber immediately on the line of the road will subject the Company to a higher charge for fuel; but this loss will be returned four-fold in the increase of the product of the land in grain, live stock and manufactures.

It is the policy of the company to give special attention to the increase of local business on the line, believing that in a very few years it will give to the stockholders a rich return. Thus far the Cincinnati, Hamilton & Dayton Company are in advance to the Dayton & Michigan for permanent improvements on the line; but the period is not distant when this will be returned, and the policy of leasing the road fully demonstrated.

The General Assembly of Ohio, at its recent session, passed an enactment of General interest to all stockholders and managers of railroad companies in the State, providing for the appointment of a Railroad Commissioner with general powers, mainly directed to the collection of such authentic knowledge as will serve as a basis for future legislation, looking to the protection of the public, including the class which now owns railroad property, as well as that which deals with railroad companies. Under this law the first appointment to the office has been conferred upon Gen. Geo. B. Wright, in whose well directed efforts to promote the important public interests with which he is charged it will be the pleasure, as it is made the duty, of the Directors and officers of this company to co-operate.

Respectfully submitted, by order of the Board of Directors.

S. S. L'HOMMEDIEU, President.

After the reading of the report, the contract with the Dayton & Eastern and the Sandusky, Dayton & Cincinnati railroad was read, and variously commented upon by the different stockholders, but finally adopted by a very large majority.

The following gentlemen were elected directors for the ensuing year:

S. S. L'Hommedieu, John W. Hartwell, John W. Ellis, John Young, Wm. Becket, George T. Stedman, Wm. Goodman, Lowell Fletcher, George H. Hill.

The new Board re-elected the following officers:

President—S. S. L'Hommedieu.
Vice President—J. W. Hartwell.
Superintendent—Daniel McLaren.
Secretary—F. H. Short.

Cincinnati, Connorsville & Indianapolis Railroad.

[From Cincinnati Gazette.]

Who has not heard of the Cincinnati & Indianapolis Junction Railroad? Nearly a quarter of a century ago it was prospected. For nearly twenty years somebody has been trying to build it. Many have been ruined by it; many more have been crippled, and still more would have been lamed but for a degree of financial strength which enabled them to bear a heavy burthen without limping. Of course, therefore, pretty much everybody who cares to learn about railroads, has heard of the one we are writing about; and those, we are sure, will be glad to read what is now to be said on the subject, because that, which all the efforts made in twenty years failed to accomplish, is to be a success in 1867.

The road commences at Hamilton, Ohio, where it connects with the C., H. & D. R. R. Thence the line runs via Oxford, Connorsville, and Rushville, to Indianapolis, with a branch extending from Connorsville to New Castle via Cambridge City. The distance from Hamilton to Indianapolis, by the main line, is ninety-nine miles. The branch to New Castle is twenty-five miles. Of the latter, twelve miles are completed, and the remaining thirteen miles are nearly ready for the cross-ties. The main line is finished and operated to Connorsville, and beyond that point the iron is down to Rushville, a distance of seventeen miles.

This was the condition of the enterprise on the 1st of January last, when it was decided that it must, if it would be carried forward, be put into a new shape. It has been financed to death, and at that time it was found without either money or credit. Thereupon a few gentlemen of wealth began to look into the matter, with a view to inquiring whether money would not save it, and at the same time receive a good return. It was found after a thorough investigation that the road might be constructed and put upon a paying basis, provided parties living along the line would contribute a portion of the additional value the road would give to their property; and provided further, that those who had purchased first mortgage seven per cent. bonds at 65c, would agree to give a bonus of 10 per cent. on the par value of said bonds on the completion of the road to Indianapolis. The argument used in this behalf was as follows: The road being unfinished and having neither money nor credit, the bonds are of doubtful value. The gentlemen who propose to take hold of the property and complete the road, will make the bonds of certain value. Therefore, the 10 per cent. bonds will prove a good investment. This argument was successful. Most of the bondholders subscribed to the condition. Some have not yet been called upon, but these are expected to agree to the terms. A few will probably hold back, as in all such

cases men are found who are a drag upon every enterprise, and willing to pocket profits resulting from the liberality of others—who hold back, in a word, because they think by so doing they will make ten per cent. more than their neighbors. But, as we have said, it became evident that bondholders, and the property holders along the line of the road, would subscribe to and fulfill the conditions proposed; and to a great extent this expectation has already been realized. The enterprise was, therefore, taken up several months ago, and early in March an association was formed to furnish the means to complete the road. The following are the

ASSOCIATES.

Lewis Worthington, Larz Anderson, John W. Ellis, C. J. Acton, James A. Frazer, Briggs Swift, John Young, S. Davis, Jr., J. W. Donohue, Chaffield & Woods, Cincinnati; William Becket, Russell Potter, Hamilton; J. M. Ridenour, College Corner; and E. Kumeier, Oxford. To our readers we need not say that these gentlemen represent wealth sufficient to guarantee success. In fact, either one of half a dozen could pick up the enterprise and carry it without outside aid.

The Associates purchased the unissued portion of the first mortgage bonds at 90 cents on the dollar. The proceeds of these, with the donations received and to be received, and the assets of the company, will complete the road, and pay off the floating debt. The value of the property will then be represented as follows:

First and only mortgage bonds.....	\$1,200,000
Preferred stock.....	1,250,000
Common stock	1,600,000

Total\$4,050,000

The common stock, a majority of which is held by the associates, is counted as of no value; but on the bonds and preferred stock the road, when finished will, it is estimated, save the interest. There seems, at any rate, to be no doubt of its ability to pay the interest on the bonds. Indeed, that portion of the road in operation, being less than half of the whole earned last year, *net*, sufficient to pay the interest on the entire bonded debt of \$1,200,000. But whatever may be the outcome for the associates, it is gratifying to know that the gentlemen have ample means within themselves to carry the work through, and to go beyond and do whatever further may seem desirable for the advancement of the interests of the enterprise. The value of this movement to the business men of Cincinnati will appear from what remains to be said.

THE ROAD AND THE COUNTRY.

The Associates spent Friday and Saturday in viewing the property. Leaving Cincinnati in a special car on Friday morning (the writer being an invited guest), we passed from Hamilton to Cambridge City, back to Connorsville, and thence to Rushville, where the night was spent, the party being handsomely received and finely entertained by the citizens of Rushville.

With reference to the road it may be said that from Hamilton to Cambridge City, it is a *first-class structure*. All the work is of a most substantial character, the bridges, cutting and filling having been made with reference to durability. The bridge over the Great Miami, at Hamilton alone cost \$250,000, in gold times, and we suppose the bridges between that city and Connorsville must have cost in the aggregate \$750,000. From Connorsville to Rushville the track is laid, but

much work remains to be done, and it will be sixty days, probably, before the road will be opened for business. Beyond Rushville work was commenced on Saturday, the contract for grading having been let to De Graff. It is to be made ready for the ties by the first of September, and arrangements have been made to have the track layers follow closely upon the heels of the diggers. And speaking of diggers, reminds us of a machine in which the excursionists took a lively interest. It was

A STEAM EXCAVATOR.

This was at work three miles west of Connorsville, where a heavy cut has been made. It very much resembles, and is worked upon the same principle as the dredging machine, which has attracted so much attention lately in the canal at this place. The earth that is being removed is of a very hard substance, bordering closely upon hard pan. It was curious to see the ease with which the machine—which one of the party said reminded him of an elephant—would stick its scoop into that stuff and remove it as if it were but gravel. Three scoopfuls filled a car, and it took precisely *thirty minutes* to load a train of *ten cars*, being three minutes to each car. When we say that the excavator is operated by four men, its value as a labor-saving machine will be understood. We suppose two hundred men could not dig and load the amount of earth that is removed by this single machine. This is the monster of which the Irishman is reported to have said, when he first witnessed its operations. "By gor, ye can dig, but ye can't vote!" But to return to the

ROAD.

The distance from Hamilton to Indianapolis is 99 miles. The maximum grade is 65 feet to the mile, but a large proportion of the route is very nearly level. It is also an unusually straight line. Between Rushville and Indianapolis thirty-six of the forty miles are absolutely straight, there not being a single curve in that distance; and of the entire line of ninety-nine miles, sixty-six are of this character. The total distance from Cincinnati is as follows:

	Miles.
Cincinnati to Hamilton	25
Hamilton to Indianapolis.....	99
Total.....	124

Owing to the easy grades and the straightness of the line, passenger trains can be run with safety, comfort and economy, the entire distance in four hours and a half.

The Company have made a perpetual contract with the Cincinnati, Hamilton & Dayton Railroad Company, by which they will have their own passenger trains from this city, and the whole business will be pro-rated, the C., H. & D. Company furnishing depot accommodations and labor on its line, and the Junction Company doing the same on its line. This will be much better for the latter than if it owned the track to Cincinnati, and it will improve the value of the former, by bringing to it a large amount of new business. This brings us to speak of

THE COUNTRY.

Most of our readers have, we presume, seen the Great Miami Valley, between this city and Dayton. We cannot, therefore, give a better idea of the country through which the Junction road passes than to say that in point of beauty, of productiveness, of population, of wealth, it excels the Miami Valley. Whoever

doubts this need only travel once over the ground to satisfy himself that our comparison is no exaggeration. Passing from Connersville to Rushville, and viewing from the latter place the country visible all around, the natural inquiry was why a railroad had not previously been constructed through those immensely rich agricultural lands. To this we had numerous answers, but the only satisfactory explanation was that the business men of Cincinnati were ignorant of the mine of wealth that lies in that direction. We contributed large amounts of money to get to Central Kentucky, which was a good investment, but a country more valuable because while equally rich in soil, it is more thickly populated, and therefore more thoroughly cultivated, is penetrated by the railroad of which we write.

The road passes through Butler county, Ohio, Union, Fayette, Rush and Marion counties, Indiana. These are all first class agricultural counties, and Rush is equal to the best.

Here, then, we have a new railroad to run through an old country, which, in these days, is a new thing. The farms show that although they have been a long time under cultivation, they have been well taken care of. The progress of the people, too, is shown by their churches and school houses and turn-pikes. The latter are numerous and in excellent condition. We suppose it is entirely within bounds to say that the local business of the Junction road, when completed, will be equal to that of either the Little Miami or Cincinnati, Hamilton & Dayton; and it must be borne in mind that the country which is thus rich in agricultural wealth, thickly populated and intelligent, has thus far been mainly developed without the aid of railroads. What it will become when the farmer will have the markets of Cincinnati and Indianapolis brought almost to their doors, may be imagined. Well can the landholder afford to aid in the construction of the road, and well may the business men of the two cities named, assist in the work.

THE CROPS.

The counties of Union, Fayette and Rush are celebrated for wheat, and our readers will be glad to know that the crop this year looks most promising. Talking with a citizen of Rushville, we remarked that the wheat looked very well. "Yes," he remarked, "but you have seen the worst of it between here and Connersville." All the way from Hamilton to Cambridge City, and from Connersville to Rushville, we noticed very few fields that were defective, while nearly all looked well; but we were of course gratified to learn that the crop was even better in other parts. The fruit also promised well. All hands were busy in the fields, and the great corn lands were being rapidly planted.

It is the intention of the managers of the railroad to have it in operation some fifteen miles beyond Rushville in time to bring in the wheat crop as soon and as rapidly as the farmers can get the grain ready. We may therefore look in that direction for early and large supplies, and producers may calculate upon net receipts from their crops, which will greatly exceed those realized at any previous time.

TO FORT WAYNE.

The Board of Directors of the Junction Railroad Company was partially re-organized on Saturday, and is now composed as follows: J. M. Ridenour, College Corner; Wm. Beckett, Hamilton; Judge E. B. Martindale,

Indianapolis; Judge Wilson, Indianapolis; Lewis Worthington, J. W. Donahue and Wm. Wood, Cincinnati. One of the first acts of this Board was to pass an order directing the President to proceed at once to construct the road from Cambridge City to New Castle, thirteen miles. At that point it intersects the Chicago & Great Eastern Railroad, shortening the distance between Chicago and Cincinnati thirteen miles. This will be one point gained; but the main object is to push forward to Fort Wayne via Muncie. Those interested in the road on that line, have now only to move early and together, and they may secure a road which they have long felt the need of. There is a reliable and wealthy association reaching out toward them, and ready to go ahead whenever the proper encouragement is offered. This is also an enterprise that the business men of Cincinnati should aid. The time has passed when capitalists will undertake the construction of railroads without assistance, in the shape of donations, from those directly interested. This is the kind of work necessary to secure a connection with Fort Wayne, and whenever this work is done, the road will be built.

A NEW NAME.

We will close this long report of a very important subject, by saying that, hereafter, the Cincinnati & Indianapolis (Junction) Railroad will be known as the Cincinnati, Connersville & Indianapolis Railroad. This is an improvement.

Heating with Petroleum.

The London, C. W. *Free Press*, gives the following description of a patent for burning Petroleum in Stationary Engines. As the subject interests a many of our readers, we quote: "Touching the experiments, it may be said that they too have demonstrated the wonderful heating properties of petroleum in connection with super heated steam. The oil is left to trickle through a stop cock down a pipe, which pipe joins another, conducting steam from the boiler. The steam and oil pass into a tube of about four inches in diameter and four feet long, where the oil is quickly vaporized, and combining with the steam which becomes still further heated and gaseous, they pass through two coils of smaller piping, in the last of which is a series of holes which allow the gas to escape, which upon reaching the air bursts into an intensely white flame, possessing extraordinary heat. The experiments at Mr. Leonard's have not yet been reduced to commercial data in a form for publication, but Mr. L. says that it is clear that even for stationary engines, petroleum can be used economically and effectively. The patentee, Mr. Clark, is now engaged in constructing several sets of apparatus, containing the improvements which practice have suggested, and in a few days matters will be in a state sufficiently forward to ask the public confidence and support. Such is in a few words the state of the case, concerning the use of petroleum as fuel. The subject is of vast importance to the world. It touches upon interests wide and diversified, and seems to promise that step in advance which was alone necessary to make steam navigation complete, and the steam engine a perfect automaton. This country may well look on with an anxious interest in the results, for with the assured success of petroleum as fuel, will spring up industrial operations here which must conduce largely to the prosperity of us all."

Erie Railway.

The Erie Railway Company reported the cost of their Road and Equipment on the 31st December, 1865, at..... \$47,646,351

Represented by

Mortgage bonds.....	\$18,551,400
Sterling bonds.....	3,816,562
Preference shares.....	8,535,700
Total before common stock....	\$30,868,662
Common stock.....	16,570,100—\$47,478,762

On the 31st December, 1866, they report the cost of the Road and Equipment, with the additions made to each through the year 1866, at..... \$49,123,685

Represented by

Mortgage and pound bonds.....	\$23,376,682
Preferred shares.....	8,535,700
Total before common stock....	\$30,912,382
Common stock.....	16,573,300—\$47,485,682

Balance not yet capitalized..... \$1,641,793

Represented by

Loan of Mr. Drew on pledge of 28,000 shares New Construction Stock at 60 per cent. of value, and 7 per cent. interest on the money advanced.....	\$1,680,000
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The whole grant or authority of the Legislature of New York for New Construction and Equipment Capital, to be expended, as then contemplated in the course of five years, was for \$5,000,000 or 50,000 shares. Of this amount \$2,200,000 or 22,000 shares were sold at or above par, and 60 per cent. borrowed on the remaining \$2,800,000 or 28,000 shares now held in pledge by Mr. Drew.

The property and accounts receivable of the Company other than in Construction and Equipment and debt of the Company other than represented as above, compare as follows on the 31st of December, 1865-'66:

Dec. 31, 1865—Bills and accounts payable..... \$3,551,980

Dec. 31, 1865—Cash and cash items..... \$905,159
Less dividend paid in January..... 629,064

Cash balance.....	\$275,495
Bills and accounts receivable.....	1,120,084
Fuel and materials.....	2,057,150
Long Dock advances.....	215,520
Buffalo and Bradford Road.....	40,358
Accounts unadjusted....	307,272

Total assets..... \$5,015,879

Dec. 31, 1866—Bills and accounts payable..... \$1,414,452
Loan on \$3,000,000 Convertible Bonds..... 1,800,000

Together..... \$3,214,452

Dec. 31, 1866—Cash and cash items..... \$984,151
Less dividend paid in January..... 567,305

Cash balance.....	\$416,846
Fuel and materials.....	2,606,495
Bills and accounts receivable.....	1,201,556
Long Dock advances.....	280,468
Buffalo and Bradford Road.....	60,673
Property in Twenty-third street.....	32,425

Total assets..... \$4,597,883

* Or 30,000 Com. Shares at Mr. Drew's option.

The earnings from all sources for the year ending Dec. 31, 1866, were as follows:

From Freight.....	\$1,261,641 58
" Passengers.....	3,148,290 08
" Mails.....	129,455 93
" Storage.....	1,547 55
" Telegraph.....	21,689 44
" Rents.....	23,275 71

Pavonia Ferry—	
Earnings.....	\$136,502 92
Expenses.....	125 980 12
Expenses of Operating and Repairs (74.3 per cent.)...	10,512 80—\$14,590,413 09
	10,853,140 84

Net earnings..... \$3,743,863 65

Interest on Mortgage Debt.....	\$1,631,073 07
Rents of Railroads.....	567,212 00
Rents of Long Dock Property.....	165,690 00
Internal Revenue Taxes.....	300,814 60
Taxes on real estate.....	246,335 07
Interest.....	95,180 84
Hire of Cars.....	31,331 11
Liquidated damage to Pennsylvania Coal Company...	98,063 50—\$3,135,642 19

Surplus after paying Interest, Rents, &c.....	\$607,630 86
One year's Dividends of 7 per cent. on Preferred Stock, as of Jan. 1, 1867.....	567,304 85
Surplus	\$10 325 01

NOTE.—The earnings in the year decreased \$1,865,814. The expenses decreased in the same time \$301,255, reducing the loss in net earnings to \$964,559. The decreased traffic was \$1,253,064 in passengers, and \$664,899 in freights. The road has relinquished the Canandaigua branch to the Northern Central of Pennsylvania, 48½ miles, and has acquired the Buffalo, Bradford and Pittsburgh branch, 25½ miles.

Annual Meeting of the Camden & Amboy Railroad Company.

The annual meeting of the Camden and Amboy Railroad and Transportation Company was held at Bordentown, on April 29th.

The meeting was organized by the appointment of Ira C. Voorhees, Esq., of New Brunswick, as Chairman, and Dr. Pierson, of Trenton, as Secretary.

The joint report of the Associated Companies, (Delaware and Raritan Canal, Camden and Amboy Railroad and New Jersey Railroad and Transportation Company as presented by Ashbel Welch, Esq., General President, was then read. The report recites the terms of agreement of the consolidation of the Companies, showing that the union of interests adds very largely to the aggregate value of the Companies, and secures to the public an amount of accommodation not otherwise possible. In exhibits annexed to the report, the affairs of the four companies, that are in one interest, are presented in a concise form.

The condensed balance sheet shows that the aggregate outstanding full paid stock of the four companies, not including the stock of any company held by itself or any of its partners, was on the 1st of January last, in round numbers, \$13,000,000. The part-paid stock or "scrip" of the old "Joint Companies" was nearly \$2,000,000, on which nearly \$500,000 was paid. Add to this \$1,250,000 to be issued under the agreement of the New Jersey Railroad and Transportation Company, and the whole stock then issued, not including any held by either of the companies, will be very nearly \$16,250,000, on which nearly \$2,500,000 were payable.

The aggregate undivided earnings of all the companies were on the first of January a little over two and a quarter millions, of which just half a million of dollars will be credited to the New Jersey Railroad stockholders on the stock to be distributed among them, as just mentioned, and nearly two-thirds of a million more was used in paying the January dividends.

The aggregate debt of all the companies in round numbers, was about eleven and a quarter millions; so that including undivided earnings and payments on scrip, the total liabilities are very nearly twenty seven millions.

A railroad twenty-five miles long between Pemberton and Hightstown is now being constructed by the people of that wealthy and important district at a cost of \$400,000. The companies are to operate this road, and pay interest on its cost, which is not included in the statement above mentioned. In conclusion the General President says:

"As our companies own the three direct avenues of traffic which connect the two great cities of this continent, and which form portions of the best routes from the commercial centre to the South and West, as by the variety of their works they are enabled to do each kind of business that offers in the most

advantageous manner, it is clearly their policy fully to prepare for the increasing traffic; and so to perfect their works and the arrangements upon them, that the public can reasonably ask for nothing more, and that they may depend upon the superiority of their facilities alone for protection against competition."

The election of Directors was then proceeded with, and the following gentlemen were elected: Edwin A. Stevens, Ashbel Welch, Joseph P. Bradley, Cambridge Livingston John L. McKnight, Benjamin Fish, Samuel Welsh.

From the annual report of the President of the Company presented to the Legislature, we gather the following facts:

The capital stock paid in by the Camden and Amboy Railroad and Transportation Companies was \$1,500,000; added by authority of the Legislature, \$3,500,000, making a total of \$5,000,000. Dividends have been paid during the year 1866 on the capital stock of the Joint Company as follows: Ten per cent. in stock and five per cent. in cash. The funded debts of the Joint Companies amount to \$10,073,137.

The Camden and Amboy Railroad and Transportation Company is still under certain obligations to pay small annuities to persons who have been injured on the road.

The cost of the railroad and equipments is \$10,099,000 97.

The receipts of the road for the twelve months ending Dec. 31, 1866.....\$4,312,895 00
Expenses..... 3,801,732 45

Current net..... \$511,162 55

In a memorandum accompanying the report of the State Directors of the joint companies, Ashbel Welch, Esq., engineer of the railroad, states that the Railroad from Camden to Amboy is 61.28 miles in length, of which 19.87 miles is double track. There are 32.08 miles of sidings and tracks at termini, of which 1.31 miles have been laid during the past year. The main track is laid with rails weighing from 55 to 64 pounds per yard, of which 16.93 miles have been relaid during the last year with rails weighing 62 pounds per yard, re-rolled at Bethlehem.

From the Trenton Delaware Bridge to the junction with the New Jersey Railroad is double track, 23.04 miles laid with rails weighing from 60 to 62 pounds per yard. From Trenton to Bordentown are 6.14 miles of single track, laid with rails weighing from 45 to 64 pounds per yard. On the Branch road 5.96 miles of track, old rails, have been replaced by new rails, weighing 62 pounds per yard, during the last year. There are on the Branch road 180 miles of sidings, 0.60 of a mile of which has been laid during the past year.

Many of the rails procured during the war were of very inferior quality, and it has been necessary to replace them. Many more must be replaced during the present season.

The track and machinery of the road are in better condition than they have been for several years.

In the United States District Court at Milwaukee, on Monday, a preliminary injunction was granted against the Milwaukee & Prairie du Chien Railroad, restraining them from paying a dividend on the common stock for the year 1866; from purchasing the McGregor Western Railroad and from building a road for the purpose of consolidating with the Milwaukee & St. Paul Railroad. This decision affects the validity of about \$3,000,000 issued by the Board of Directors under a resolution passed last September.

Suit to Collect Bonds, upon Non-Payment of Coupons.

The following case, tried in the General Term, Supreme Court, Cincinnati, will be of interest to bondholders, and has an equally important bearing upon the action of railroads.

Thompson vs. The Cincinnati & Chicago Air Line R. R. Co.—The opinion in this case was delivered by Judge Taft.

This suit is brought upon two bonds of the defendant for a thousand dollars each, and the petitioner alleges that though the bonds were not due until 1890, on the face of them, nevertheless by a provision incorporated in them, it was stipulated and agreed that the company agreed in case the interest due at any given time should not be paid for a space of thirty days after becoming due, then the whole principal, at the option of the holder, should become immediately due and payable.

He further alleges that this contingency has happened; that the interest due February 1866, is yet unpaid, and that an application for its payment at the bank where it was agreed it should be paid, the petitioner was told there were no funds provided to be applied to that purpose.

He further says it is his option to consider the principal sum due and immediately payable, and asks judgment for two thousand dollars, with interest at 7 per cent from August, 1865.

To this petition a demurrer was filed, on which the case has been reserved.

The only point made in argument by the defendant is that the petition does not show such a demand before suit and notice of the plaintiffs option to have the principal immediately due, as to entitle him to maintain this suit; that, though the bond gave the plaintiff an option to consider the principal due on the failure to pay interest 30 days after demand, yet that option must be declared by the plaintiff before he can bring suit upon the principal note.

By the plaintiff it is claimed that this option was given to him, not to limit or make his right less than it would have been without it, nor for the benefit of the defendants; that as there is no stipulation in the bond for notice of the option, the bringing of the suit is a sufficient expression of the plaintiff's option; that the demand is properly alleged, and the lapse of thirty days after demand, so that, on demurrer, there is no reason why the plaintiff should not recover his judgment.

This condition is not a forfeiture or a penalty, as there is nothing taken from the defendant in any event. He owes the money and promises to pay it in twenty years, or at an earlier time in the contingency named. The validity of such a condition has been often recognized and established in many cases. In the case of Bushfield vs. Meyer, 10 O. S. R., 334, such a provision was enforced as valid, and though the expression, "at the option of the holder" was not in that case contained in the notes, nothing was clearer than that such an option did exist. For the defendant could not take advantage of his own breach of contract, in not paying the first instalment, to secure to himself the privilege of paying off the future instalments before they became due without the consent of the holder.

This condition is expressed for the benefit of the holder. We think this clause is no more than an expression of what would have otherwise been clearly implied, and is to be con-

strued by the maxim. "The expression of things implied has no effect." If, then, notice of the option is necessary with the clause expressed, it is also necessary when it is implied. But the current of authorities is decidedly against the necessity of any such notice where it is implied. There is, in reason, no difference; and we cannot attempt to make a distinction. The demurrer would be overruled.

The Effort to Prevent the Use of East Front Street for Street Railroad Purposes.

Lewis Glenn vs. The Pendleton & Fifth Street Market Space Passenger Railroad Co., and the City of Cincinnati.—The opinion was delivered by Judge Fox.

The object of the plaintiff in this suit is to restrain the defendants from using Front St., from Washington street to the east line of Cincinnati for a street railroad.

The pleadings and evidence show that the defendant—the City of Cincinnati—by ordinance, established route No. 7, extending from Washington street to the east line of the city.

That subsequently they contracted with the Pendleton & Fifth Street Marketspace Railroad Co. to built and run the road.

By the law, existing at the time this contract was made, it was necessary that the majority of owners on the street should consent to the location of such road.

The City Council, in their ordinances, declare that the majority of the owners had consented, and the plaintiff's do not fully deny this, but they say that the petition had attached to it a condition as to the charges to be made for carrying passengers, and that the Council made the contract under which the railroad company is acting, without requiring these conditions to be inserted in the contract.

We think the property owners on this route have no right to take part in the making of the contract. All that they had a right to do was to consent or refuse to consent to the location of a railroad in front of their property. They had no right to attach these conditions to their consent.

This question was presented to and acted upon by the city council, and we think the decision of that body is *prima facie* evidence at least that more than a majority of owners had given their consent to the location.

Neither can we see by what authority these plaintiffs can come into Court of Equity and ask it to set aside or make null a contract made between other parties. If the parties to the contract are satisfied with it, we cannot recognize any right on the part of these complainants to question the validity of the contract in this collateral way.

Under this view of the case, the bill must be dismissed.

The Richmond Dispatch of Friday says, that the chances for the early completion of the Covington & Ohio Railroad, are steadily increasing. On the 22d inst. there will be a meeting of the stockholders of the Central Railroad in this city to take into consideration the propriety of issuing \$3,000,000 of preferred stock for the purpose of prosecuting the Covington & Ohio Railroad. The Commissioners of Virginia and West Virginia, who have the disposal of the Covington & Ohio Railroad in their hands, will meet here at the same time to confer with the company, and co-operate, if they agree, in the prosecution of the work.

MONETARY AND COMMERCIAL.

The features of the local money market for the past week have not presented anything new. In the present stagnant condition of business, and the total absence of exciting causes, no very marked changes can be expected. The great consuming and producing West has curtailed its expenses to enable it to live within its means. The short crops, as we have so frequently shown, materially lessened the capacity of the West to absorb and pay for merchandise, and the people have, as a general thing, very wisely abstained from going in debt for whatever they could possibly get along without. This fact fully explains the reason why there has been so few failures among trades. If the growing crops shall fulfill the hopes of the husbandman, then the demand for goods will be greater than it has been for the past two years, and trade will be of a healthy character, because the consumer will have the means of paying for his goods. These are facts that are looked at differently to what they used to be; the great money and commercial power of the seaboard sees and acknowledges their truth, and is now watching with an anxiety equal, if not greater, than that of the producers themselves, the prospects and signs of the coming harvests.

The demand for money at the discount houses is not great, yet there is not a surplus of means idle. Merchants, generally, manage to wiggle along, with reduced bank deposits, reduced stocks, and reduced liabilities in as safe a way as possible, preferring to forego the possibility of making a "big thing" by "taking the risks," so as to be sure to be on the "safe side." But, if the crops shall prove "all right," what a change will come over the "spirit of their dreams," inertia will become activity, and the busy bustle of active competition will replace the present strife of cutting prices. This effect will not be confined to merchants, but will have a like beneficial influence on the traffic of railroads, and every department of trade.

Exchange is in demand above the ordinary sources of supply, showing clearly that the balance of trade is in favor of the East. The following are the quotations:

	Buying.	Selling.
New York	par@25 prem.	1-10 prem.
Philadelphia.....	par@25 prem.	1-10 prem.
Boston.....	par@25 prem.	1-10 prem.
Gold.....	136 1/2	137
Silver.....	125@128	129@130

The daily fluctuations of the New York gold market are shown by the following table:

	Opening.	Highest.	Lowest.	Closing.
May 9.....	136 1/2	138 1/2	136 1/2	137
" 10.....	137	137 1/2	136 1/2	137 3/4
" 11.....	136 1/2	136 1/2	135 3/4	135 3/4
" 13.....	135 1/2	135 1/2	135 1/2	135 3/4
" 14.....	135 1/2	137 1/2	135 1/2	1 7/8
" 15.....	136 1/2	137 1/2	136 1/2	137 1/2

The New York Tribune gives the following relative to the condition of the New York Banks:

The Bank statement shows an increase of reserve (specie and legal tender) exceeding the legal per centage of \$1,807,164. As the practical redeeming agent is legal tenders, in esti-

imating the ability of the banks to pay their deposits and circulation without selling gold or compounds, and producing a money pressure, the proportion of legal tenders to deposits and circulation should be considered. These items stand as follows:

	May 11.
Deposits.....	\$200,342,832
Circulation.....	13,595,862
Total liabilities.....	\$233,938,694
Reserve of 25 per cent.....	58,434,673
Legal Tenders.....	97,996,539
Surplus of legal tenders.....	\$9,561,866

Of the Stock and Money market the Tribune says:

Money continues easy at 5@6 per cent on call with large amounts offering to leading houses. Commercial paper sells steadily at former rates.

Gold-bearing Government stocks continue in demand, with large sales. In State bonds little done. Bank shares are firm, with small offerings. Railway shares are barely steady. Money is very easy to be had, and the roads (so their holders say) all show gains in their traffic for April, but they do not rise. The reason why the fancies do not advance lies in the fact that from now until September they will hardly earn operating expenses, leaving interest, dividends and sinking-funds to be earned by moving the wheat now growing at the West. After the call the market was sluggish at board quotations. Hudson River sold at 99. The traffic on this road is enormous, and outgoing trains have been stopped and their cars taken off to accommodate the passengers who crowd the trains before they reach the city. Late in the afternoon prices were advanced on the leading fancies, Erie selling at 63 1/2, and North-Western at 60 1/2. The last quotations were: N. Y. Central, 97 1/2@97 3/4; Erie, 63 1/2@63 3/4; Reading, 103 1/2@103 3/4; Michigan Southern, 68 1/2@68 3/4; Cleveland and Pittsburgh, 72 1/2@73; Rock Island, 89 1/2@89 3/4; North-Western, 35 1/2@35 3/4; do. Preferred, 60 1/2@60 3/4; Fort Wayne, 96 1/2@95 3/4.

THE CORK CAR SPRING COMPANY OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,
For Freight & Passenger Cars, Tenders,
Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No.	1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 "	" 6 1/2 "	35 "
3, 8 "	" 6 "	35 "
4, 8 "	" 5 1/2 "	35 "
5, 7 1/2 "	" 5 1/2 "	30 "
6, 10 "	" 6 "	40 "
7, 7 1/2 "	" 8 "	35 "

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No. 14 N. Fifth St., Philadelphia.
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BLANK BOOKS,

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RAILROADS,

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PUBLIC OFFICES, Etc., Etc.

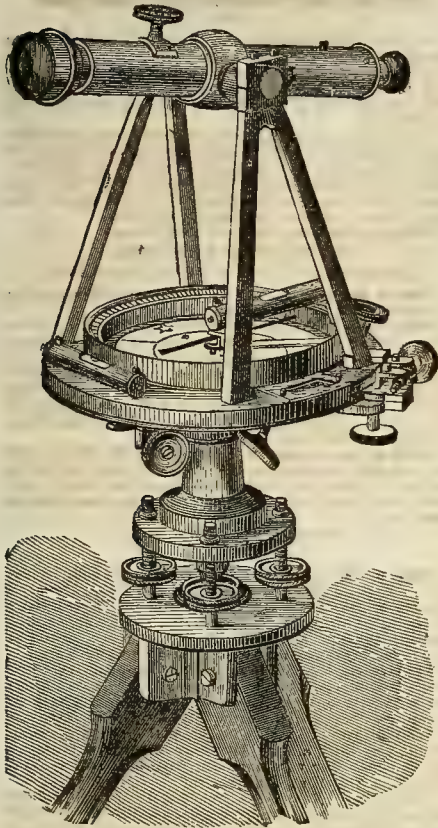
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STEAM PACKING, ETC.
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Productive Wells all

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167 Walnut Street,
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**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 1/2 inches in width, and under. For Tickets over 2 1/2 inches in width.

SIZE NO. OF NO. FORMS.	PRICES.	SIZE NO. OF NO. FORMS.	PRICES.
1 64	\$37	11 64	\$38
2 96	40	12 96	42
3 144	46	13 144	48
4 192	54	14 192	57
5 256	62	15 252	65
6 320	70	16 320	75
7 400	80	17 400	85
8 500	90	18 480	95
9 600	100	19 600	110
10 720	115	20 700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
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All orders addressed to us will receive prompt attention.

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Late Master Car Builder C.H.&D.&M.

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L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELER, Ass't Sup't, D.&M.R.R., Dayton, O.
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[Aug. 2, 1867.]

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Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLIEN	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
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THIS IS THE ONLY ROUTE

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Passengers to the Eastern Cities will find the

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A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
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Provided for all Night Trains, and Smoking Cars for
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Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
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CONNECTIONS ARE CERTAIN!

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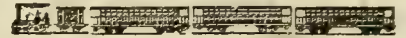
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
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—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.
State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from lot of Liberty street, N. E.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:42 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at
1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

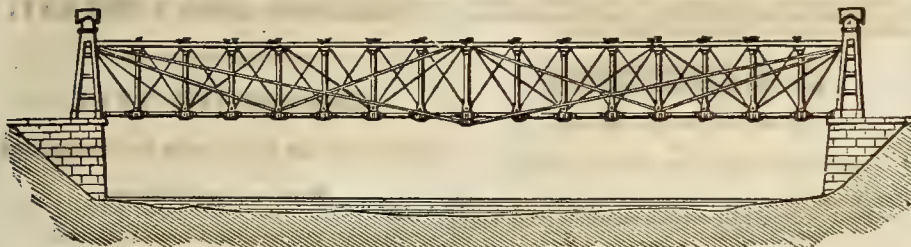
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



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In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

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M. W. BALDWIN & CO.

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Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and for the mastery of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

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Philadelphia, Pa.

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STOCK BROKER,

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Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
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The Old And Reliable Route.



Through to Pittsburgh without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburgh, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

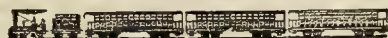
H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
myll Pittsburgh, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.
Sleeping Cars on night trains.

Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

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Railroad, Car and Machine Shop

SUPPLIES,

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MACHINERY OF EVERY DESCRIPTION.

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RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. F. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo	7:15 P. M.	7:20 A. M.
For Louisville—Special Train	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago. Advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through. Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE, General Ticket Agent.

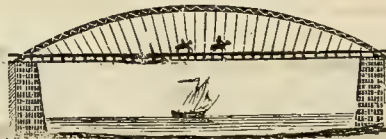
C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—¼ to 24 inches in diameter, and branches for same. &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore
RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA FOR THE SOUTH DAILY.

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.
On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 7.30 A. M. at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, MAY 23, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.	
One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.		
	DEPART.	ARRIVE.
Night Express.....	5:00 P. M.	6:10 P. M.
LITTLE MIAMI.		
Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:30 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....	6:15 A. M.	
CLEVELAND, COLUMBUS & CINCINNATI.		
Lightning Express.....	7:40 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.
MARIETTA AND CINCINNATI.		
Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.
CINCINNATI, HAMILTON AND DAYTON.		
Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:50 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:09 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.
CINCINNATI AND INDIANAPOLIS JUNCTION.		
Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.		
Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.
OHIO AND MISSISSIPPI.		
St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.
CINCINNATI AND ZANESVILLE.		
Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.
KENTUCKY CENTRAL.		
Express.....	6:40 A. M.	6:30 P. M.
Lexington Express.....	2:40 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.
PAN HANDLE ROUTE.		
Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

The Country and its Prospects.

In a three weeks excursion to the City of New York, and through the States of Ohio, Pennsylvania and New Jersey, we have had some opportunities, both by conversation and observation, to know the true state of the country. We shall give our impressions frankly; and taken in connection with the known facts of the country, will give a tolerable view of what is and what may be expected. We shall state under the several heads of commercial, financial, agricultural, and political.

The commercial condition of the country is what merchants call dull, or stagnant. This you will be told in New York, Cincinnati, and in every part of the country. What do they mean by dull? Is it a good or bad condition? You cannot discover in statistics; for the volume of trade is full, both foreign and domestic. You cannot discover it on the streets; for they are full of people and vehicles. You cannot discover it in the currency, for that is full, and in circulation. It is true, that railroads have not so many passengers, and the sole cause of that is, that the great current of locomotion caused by the war has ceased.

Look at the local passengers, and you find them as numerous as ever. What then do the merchants mean by the dullness and stagnation of trade? Whatever they mean, the cause is found in three causes: 1. The absence of speculation; 2. The deficiency of the crops of 1866, and 3. The disappointment of their expectations; the last, perhaps, as much as either. An American is not contented, if he is not in an excitement. There is no cause for excitement now, and it seems dull. There is no speculation now, because the volume of currency is no longer increasing, and prices no longer rising. Every man in trade with the least experience knows, that it is dangerous to buy in a falling market. Hence, all prudent traders buy as little as they can at a time; though in the course of a year, the aggregate amounts to all that they can safely sell. Hence, also the business of a day or week seems smaller than it was. But, we concede there is a real falling off, in some particulars. There was in 1866 a great falling off in the crops, both North and South. Hence, the great agricultural population could not afford to buy as much merchandise as formerly. And, here comes in the principle of prudence, just mentioned. Formerly, a farmer or planter would have bought just as much as formerly, and run in debt, relying on his next crop. Now, he will not; because he is afraid to risk it, in the present condition of the country. He buys as little as he can, and buys for cash.

Last year, there was unlimited credit. Trade seemed active, though on less solid foundation than it is now; but, the deficiency of crops stopped all this, and the merchant

complains of dullness in trade, when that very dullness is his safety. To have gone on, as was done immediately after the war, in 1866, extending sales and credits in every direction, would have made half the merchants of the country bankrupt. We regard this very dullness of trade as an element of prosperity.

2. *Financial.*—The finances of the country are in a very sound condition; but, here again the croakers are in trouble. They say, we are not paying off the National Debt as fast as we did, and the taxes are heavy; and we are not approaching specie payments, and the very mischief is to pay. The fact is, this looking to the floating, current debt,—we have paid off scarcely less than *four hundred millions of dollars since the war closed*,—now two years. This is unprecedented in the history of nations. Further, in the present financial year, when croakers are talking about the diminishing revenue, that the Government will receive not less than four hundred and sixty millions of revenue; after, be it remembered, taking off a portion of the Internal Revenue tax. In regard to currency, the Secretary of the Treasury is not able, and ought not to reduce the legal tender notes, except in the most gradual manner. The result is, the fluctuations of currency are small, and really do not affect business in any perceptible way. We have, then, the three great elements of Finance—the Debt, the Revenue, and the Currency, all in a healthy, prosperous condition. The magnitude of war and taxes, we could not avoid; they were the inheritance from the war. But, could we have managed them *any* better? Could we have raised more taxes, or had a better currency, in a time of suspended payments? On the contrary, we think the world may be challenged to show a nation which could have attained, under such conditions, a better financial result.

3. *Agricultural.*—We have stated in the RECORD in former articles, the loss of crops in the Central States; in the States of Ohio, Indiana, and Kentucky; for example, not less than twenty millions of bushels of wheat. But, this loss was not partial; it extended through the entire South, in both grain and cotton. The South raised two millions of bales of cotton; but, it calculated on double that, so that there was a great disappointment in the result. But, the loss in grain was more; there was not enough for the consumption of the people, and some of them are in a half starved condition. The result is, the South could not buy what it was expected to; and the West would not trade to the same extent. The effect of this temporary disaster was, no doubt, the only real cause of the dullness and disappointment felt by the commercial public; and this is an effect, which will be removed, if the crops of this year are good.

Here comes the question—will the crops of 1867 be good? The result can only be inferred from the indications of nature. We have

been through three or four States, and we can testify that, never in a long experience, did we see the wheat and grass look so well. The wheat fields are thickly set, and look of the most healthy hue. The grass is forward and heavy. We infer from the present state of wheat and grass, and the present indication of the weather are, that it will be dry in harvest, and thus avoid the danger of rust. It is true, there is time enough for many injuries to the crops; but, the indications are, and we believe such will be the fact, that harvest of wheat and grass will be most abundant. These are heavy staple articles of agriculture.

The fruit crop in Ohio, and probably in all the West will be abundant. Corn planting is over in the Ohio Valley, where it is the main crop; and there is at present no indication of dryness in the coming season. On the whole, we feel thoroughly convinced, that the great crops of 1867 will be most abundant, and if so, will make the solid foundation of commercial prosperity in the coming season.

4. *Political*.—There are many people who think that prosperity depends on some kind of political restoration, or some political millennium, to which they are continually looking forward. We do not. Provided the people are free to pursue happiness in their own way, and have just laws to protect them, we do not believe they can be essentially changed, by political changes. However, this may be, there are many who think the full restoration of the rebel States of great importance to commercial prosperity. But, even in this point of view, all things look favorable. The current of opinion in the South is rapidly tending to restoration on the terms proposed by Congress. One by one, the rebel States will come back. The country will be restored to peace and harmony, and there will be nothing political remaining, which will retard the return of complete financial, commercial, and political prosperity to the whole country. In fine, we never saw more evidences of industry and success in all departments of agriculture, commerce, and finance.

Receipts of the Western Union Railroad Company for the week ending May 14:

	1867.	1866.	Inc.	Dec.
Freight	\$7,570 83	\$15,734 71	.....	\$8,163 38
Passengers....	3,481 05	2,328 74	\$1,152 31	.....
Express & Tel.	320 00	250 00	70 00	.....
Mail.....	375 00	379 91	.....	\$4 91
Totals.....	\$11,746 88	\$18,693 36		

Receipts from January 1, to May 14,—

1868	\$197,371 98
1867	\$168,129 73

Decrease..... \$29,242 25

CORRECTION.—In the article on "Botany, Timber, Mineralogy & Metallurgy" in our issue of May 9th, by carelessness in proof reading, the name of Dr. TORREY, is made to read DR. FORNEY. No man, if perhaps, we except Prof. Agassiz, has done so much to elevate the standard of American Science as Prof. TORREY.

Labor and Capital—Senseless Conflict.

The agitation of subjects calculated to excite the envy, the malice or the cupidity of large portions or classes of a community is no new trick on the part of snivelling pot-house politicians, who are too indolent to do a day's labor, but prefer to make their living by their "brains," no matter what results may follow affecting the interests of their fellow-men. Our day and generation is not an exception to this practice, and one of the favorite themes and most prolific of evil is the attempt to array an "irrepressible conflict" between labor and capital. That "the laborer is worthy of his hire" is an axiom that we fully endorse in the outset, but that the present agitation for reform of the labor system will be productive of good to the laboring man we most emphatically deny. The Legislatures of New York, Missouri, Michigan and Illinois, have so far succumbed in their fears of the power to control votes as to yield to the request to legalize eight hours as a day's labor.

At a recent meeting of working men in Buffalo, New York, the following resolutions were passed.

Resolved, That we commend the united and firm stand taken by our brother working men in Chicago and St. Louis, in support of an eight hour system of labor, bidding them be of good cheer, as we hope soon to stand shoulder to shoulder with them in battling for this great reform.

That in justice to ourselves and the interests of our employers, we deem the 4th day of July next an appropriate day on and after which the law shall go into practical effect.

That the time fixed in the above resolution be subject to the action of the State Convention, and that we will abide by and support their action.

That in consideration of the importance of a united effort to sustain the eight hour law of the State, that we recommend the holding of a State Convention at Albany at an early day in June, to devise ways and means to carry this law into effect.

Now we will not dispute the right of the laboring man to say how many hours he will work, neither will we dictate what shall be the character of the labor he shall perform; but ever since the edict went forth that "by the sweat of thy brow thou shalt EARN thy bread," there has been "hewers of wood and drawers of water," and we take it for granted that as long as the world continues there ever will be. We do not wish in this connection to be understood as referring with unkindly feelings or as not having a proper respect and consideration for "hewers of wood," or the "operatives" in any department of industry; we merely intend to assert that such is the normal condition of the human race—that it ever has been, is now, and ever will be. If every man in the world was equally rich to-day, to-morrow they would not be. Besides, all have not capacities alike. What would become of an army, if every man insisted

upon being the general-in-chief? Some have the muscular capacity to perform Herculean feats of labor, others are skilled in the various delicate mechanisms of the mechanic arts, while others again cultivate the soil. Each one to his sphere and calling—as citizens all alike honorable and respected.

Capital represents nothing but the products of labor, and is the means employed of making the labor of all equally advantageous. Were it not for capital, all would have to cultivate "their own vine and fig tree," and produce their own "bread and butter;" the vast accumulations of cities would be scattered over the hills and vallies in quest of localities best adapted to the production of the food products, and society would be resolved to its simplest elements. That the disposition of capital is accumulative is undeniable, "set ducats to breed ducats" is a trite saying, but that it is necessarily aggressive on labor we are not willing to admit. The true relative position of capital is as the "handmaid" of labor, not its master, nor its slave.

Let us stop a moment and enquire what would be the result if "all the world" should adopt the eight hour system. In the present age, at least one-half the *mechanic* labor of the world is done either by or with the aid of steam or water power; the evolutions of spindles, the buzz of lathes, the traversing to and fro of the unerring and never tiring planing machine that makes smooth and level in a day huge iron plates that would require the labor of several of the most skilled workmen for a week or a month, and the ponderous trip hammer that strikes a blow that makes the very earth around tremble, all these must cease, and one-fifth of their product must be lost, as well as one-fifth the labor of those who tend them. It matters not how perfect the machines, practiced eyes and skilled fingers must guide them. Now what would be the effect of this; why the products of the loom, the products of the lathe and the products of the forge, being one-fifth less in a year, would cost just twenty per cent. more than at present! Let this be carried out in every department of industry, and where will be the outcome—how is it to benefit the laborer—the working man. Let it be remembered that capital—of which complaint is made—is cautious, and will not allow itself to be consumed. If it cannot be profitably employed in one department of trade, it will seek other avenues wherein it can. Capital must be kept intact. It is not a consumer of products, but the mere representative of products. A rich man eats but little more than a laborer, and he can wear but one suit of clothes at a time; while in numbers the workers are as the sands of the desert of Sahara to the oasis.

Hence, the workmen are the consumers as well as the producers of products—the real

wealth of the world. Let every working man therefore ask this one question, "how much will I gain by reducing the product of the world twenty per cent., thereby enhancing in price not less than thirty per cent. all the articles that I consume, even if the income in dollars and cents should remain the same?" When it is considered in this light, we have sufficient confidence in the common sense of the workman to believe that they will see that this eight hour movement is merely the work of charlatans and tricksters, and not of the benefactors of their class.

The Northern Pacific Railroad.

INTERESTING LETTER FROM SENATOR HOWARD.

The following very interesting and able letter from the Hon. JACOB M. HOWARD, U. S. Senator from the State of Michigan, and chairman of the Pacific Railroad Committee, presents very interesting and important facts and statistics relative to this great National enterprise. The time has now arrived when the mass of the American people are fully convinced that it is the true policy of the government to materially assist in developing its resources, and improving the avenues of commerce.

To the Editor of the Advertiser & Tribune:

In compliance with your request to furnish some information respecting the *Northern Pacific Railroad*, I beg to say, that in July, 1864, Congress passed an act incorporating R. D. Rice, of Maine, and numerous others, as "*The Northern Pacific Railroad Company*." The capital stock is to consist of 1,000,000 shares of \$100 each. Of course the whole amount of capital stock is \$100,000,000. The company is authorized to lay out and construct a railroad, "beginning at a point on Lake Superior, in the State of Minnesota, or Wisconsin, thence westerly by the most eligible route, as shall be determined by said company, within the territory of the States, on a line north of the forty-fifth degree of north latitude to some point on Puget's Sound, with a branch via the valley of the Columbia river, to a point at or near Portland in the State of Oregon, leaving the main trunk line at the most suitable place, not more than 300 miles from its western terminus."

The line would probably start at Bayfield or Superior City (latitude 46° 20' north), and run in a western direction through Minnesota, with a branch to St. Paul (lat. 45°), through the Territories of Dakota, Montana, Idaho and Washington, throwing off the branch to Portland on the Columbia River in Oregon. This branch, it is probable, would commence at the crossing of the Columbia River, not far from Walla Walla, and would be about 350 miles long, while the main trunk line would pass off from that point in a direction a little north of west, and terminate at a town or settlement now known as Seattle, at the head of Puget's Sound, in latitude 47° 20', one of the finest and most secure harbors on the globe, communicating with the Pacific through the Straits of Fuca, a broad and deep channel, which has Vancouver's Island on the north. The whole length of the main trunk line, so far as it is at present possible to calculate,

will be about 1,600 miles. It may be less, or it may be more; but this estimate will not, I apprehend, be found far out of the way.

It was thought by those interested at the time the charter of 1864 was granted, that no cash subsidy from the Government would be needed, and they engaged that if Congress would grant the company quadruple the quantity of land granted to the Union Pacific Railroad Company, they would go on and accomplish the mighty enterprise of uniting by rail, the lakes with the Pacific. Congress made the grant, and engaged to give them public lands (mineral lands excepted), at the rate of "twenty alternate sections per mile on each side of the said railroad line through the Territories of the United States, and 10 alternate sections per mile on each side of said railroad wherever it passes through any State." This aid amounts to 25,600 acres a mile through the Territories, and 12,800 acres through the States where the road shall pass. But no title is to pass from the Government except upon the completion and acceptance of sections of at least 25 miles each.

The members of this company, however, seem not to have felt warranted in commencing the work, and have not, I believe, done more than to organize their company. The fact undoubtedly is, that their means are too limited for a work of such magnitude, and that they cannot use their lands as a security for loans of money while capitalists find safer and better investments in the vast amount of Government bonds issued to the Union Pacific Railroad and its branches. This state of things necessitated an application by them to Congress for cash subsidies similar to those granted the Union Pacific. Congress has not yet yielded to their request; but it is to be hoped they will ere long come to their aid; for I venture the prediction that the Northern Pacific will in the future prove to be an easier, safer and more practicable route than has been hit upon.

Let us contemplate one or two facts, now well ascertained. The course of political events clearly indicates that American merchants will, at no distant day, out-trade all other nations in China and Japan. Our Pacific coast is nearer to those ancient masters of commerce and art by many thousand miles, than any European nation. The superior enterprise of our people is a fixed fact. The resources of our country, not overlooking our inexhaustible mines of gold and silver, are known to the world. Such a people with such a means will take the lead of others. It is a thing to be expected—calculated upon as a certainty. Again, take Chicago as the great central mart of this portion of the North. A calculation of distances on the globe shows that the distance from Chicago to Shanghai, the principal trading port in China, on this Northern Pacific Railroad route and by way of Puget's Sound, is shorter by between 400 and 500 miles than by way of the Union Pacific route through San Francisco—a very material consideration in trade, affecting both the price and the supply. It is sometimes said that this route lies so far north that the snows and frosts of winter will prove a fatal objection. It is true, the route has not yet been fully explored; but enough is known from travelers and other men of high character who have visited the whole region through which it will pass, to satisfy any unprejudiced man that this objection applies with less force, probably, to the northern than to considerable portions of the central or Union route. The mountains are not so high and difficult, and the grades will conse-

quently be smaller and easier than the latter will encounter. And scientific observation has long since demonstrated the physical fact, that as you proceed westward on the continent of North America, on the same line of latitude, the temperature becomes warmer and the winters less severe. Northern Oregon, between latitude 45° and 46° north, I am told by gentlemen well acquainted there, produces the finest wheat; and even Washington Territory, still further north, is said to produce good crops of the same grain.

Fears have been entertained that the Cascade Mountains, the range just eastward of Puget's Sound, might present an impenetrable barrier to the work. This apprehension has recently been removed by the exploration of Gov. Pickering, of Washington Territory. In a letter dated Nov. 19, 1866, he states that he had just returned from an exploring tour across the Cascade range, and that in the course of it he discovered a pass through the mountain of about forty miles in length. This entire distance he describes as a "flat valley," three miles wide from foot hills to foot hills at its west end, from whence it narrows gradually for twenty miles to one mile in width. At twenty-five miles it is half a mile wide for half a mile in length, thence it widens gradually to the eastern entrance. The streams flow very gently in the pass, one leading to the Snoqualine 20 or 30 miles, the other to the Yakima, 10 or 12 miles.

The entire valley is described by Gov. P. as a passage through and not over the Cascades, the mountains rising to a great height on either side. He says, "it is covered in its whole extent with the finest and loftiest cedars and firs." "Millions of trees 150 feet high, vast numbers of which are from four to seven and eight feet in diameter."

The pass as he describes it requires no tunnel and is not probably over 3,000 feet above the level of the sea. It was not found by Stevens or any of his assistants nor by McClellan when exploring that region. This pass is in latitude about 47° 20'.

The Company ask now for the like cash subsidy from Congress as was extended to the Union Pacific Railroad and branches. These subsidies were not a donation, but a loan of United States bonds, which constitute a mortgage on the Road and all its fixtures, to be repaid to the United States like any other borrowed money. And the Government require the companies to carry their freight (mails, troops, army supplies, &c., &c.) half the expense of which is to be applied towards the repayment of interest and principal of the bonds.

To prove that this is not a hazardous operation for the Government, I take the liberty to insert an official statement of the President of the Eastern Division (Kansas branch) of the Union Pacific Railroad, of its account with the Government for the month of March last, sent me by its respected President, John D. Perry, Esq., of St. Louis:

UNION PACIFIC RAILROAD E. D., OFFICE
N. W. COR. OF 5TH AND ELM STREETS,
ST. LOUIS, April 25, 1864.

Statement showing that this company is already paying all the interest on the Government bonds issued as a loan to it—as well as returning to the U. S. Treasury at the rate of 2½ per cent. annually of the principal. This would pay off the whole subsidy in 40 years. It should be remembered that the road has only been operated since Oct. 10, 1866, or 5½ months.

Amount of transportation of mails, troops and supplies for the U. S. Government in March, 1867.....	\$34,864 98
Of which under the law 50 per cent. has been returned to U. S. Treasury.....	17,432 49
Total amount of U. S. bonds issued to this Company.....	2,480,000 00
On which the interest at six per cent. is annually.....	148,000 00
Or per month.....	12,400 00
Which deducted shows amount of principal of the U. S. bonds paid off in this month.....	5,032 49

Equivalent to \$60,000 per annum or $2\frac{1}{2}$ per cent. of the whole amount of bonds issued by the Government to this Company, which would extinguish the subsidy in 40 years.

The total amount of transporting done for the Government by this company since the road has been operated ($5\frac{1}{2}$ months), is as follows:

Government freight.....	\$31,999 23
Government troops.....	19,106 99
Government mails.....	10,118 75
	\$96,089 65

Of which there has been paid back to U. S. Treasury one-half or... \$48,044 82
This was the result of the business in the winter when comparatively few stores are shipped.

But I have already spun out this communication too far, I fear, for your readers. I will close by saying that a glance at the map will show every Michigan man as well as the people of all the States bordering the chain of great lakes, that their true interests require the construction of this great route to the Pacific. We, too, want our fair share of the benefits of intercourse with that wonderful coast and the rich and beautiful regions that intervene, but lie hundreds of miles north of the central route. We want to reach the mines of Montana and Idaho, and to settle up those magnificent territories. We want quick and easy access to the East Indies and to see goods from China and Japan as well as the gold and silver of our northwestern mines passing down our long chain of lakes. In short, we want a fair chance to act our part and achieve honor and renown in the accomplishment of the great destinies of the American people held out in the future.

A branch from Bayfield, or whatever the terminus may be on Lake Superior, would connect the main trunk with the whole system of railroads in Wisconsin and Illinois, making Chicago doubly important for its trade; another through the Upper Peninsula of our own State and crossing the Straits of Mackinac, by means easily devised by engineers, would connect with our own system of railroads the Grand Trunk and Great Western, in Canada, and so on with all the Eastern States. If Congress will extend the aid to this enterprise that has been extended to others, not so important to us, what I have said will prove to be no mere vision, but a reality that shall in the end change the heart of commerce and the standard and dictatorship of exchange from England to the United States. We are able to do this. Our material resources, our geographical position, the freedom of our institutions and the spirit of our people, all insure it, if we will but resolve upon it and put forth our hand to the task.

J. M. HOWARD.

DETROIT, May 5, 1867.

Responsibility of Street Railroad Companies for the acts of their Conductors.

The Passenger Railroad Company *vs.* Isaac Young. The defendant in error (Young) obtained a judgment at Special Term, which this Court (Superior Court of Cincinnati) was asked to reverse, on the ground that his petition contained no sufficient facts to constitute a cause of action. A statement of the case was published at the time of the trial. Young (who was a colored man) and his wife got on one of the company's cars; the conductor ordered the man to go to the front platform with the driver, which he refused to do, and shortly afterward the car stopped, and the conductor got off and returned with a number of "rowdies and gamblers," who, as alleged, by his instigation dragged the plaintiff from the car, and assaulted him and pushed his wife into the street. It is now urged that the pleadings state a cause of action against the conductor alone, as he was not in the discharge of his legal duty at the time of committing the unlawful action.

Judge Storer announced the opinion of the Court. If the conductor had done a wrong willfully, without express or implied authority from the position he held as conductor, his principals could not be held responsible for his tort; but if the act was done in the course of the employment, whether it was one of omission or commission, whether negligent, fraudulent or deceitful, or if it be an act of positive malfeasance or misconduct, the person injured has his remedy against the company. This is the language of Mr. Smith in his learned work on "Master and Servant," 152-3, and is fully recognized in Storey on "Agency," sec. 452.

It was said by counsel that the leading case of *McManus vs. Crickell*, (1 East 106,) was decisive of the plaintiff's claim, as the distinction which is there drawn by Lord Kenyon, and which has since been followed by the courts, was conclusive. While they admitted the high authority of the case, they must restrict it to the point that was really decided—that a master is not liable for the willful act of his servant; and when thus limited the rule was authoritative.

If the trespass of the servant is the necessary consequence of an act which the master ordered to be done, he will be liable, and it is immaterial whether the master is present or absent when the tort is committed.

In the present case every substantial fact alleged in the petition was admitted. The Company's servant was one of the conductors on their railroad, having the control of the car and the right to exclude any one from taking passage thereon, who should be offensive in his habits or by his conduct to travelers. The Court would sustain him in every proper case if he was compelled to remove such persons; but where he assumes to exercise authority in any other case where his caprice or passion might induce him to interfere, they may well hold that the general authority conferred by his principals will bind them to indemnify the party injured.

Thus it was held by Baron Parke in *Coffin vs. Braithwaite*, 8 Jurist, 875, that the owners of a ship were answerable for the improper act of the master in putting a passenger on shore whom he supposed to have been a pick-pocket, but who had not misbehaved while on board the vessel, and the jury were allowed to consider in making up their verdict, any contemptuous language uttered by the master

at the time, as well as the violence with which the act of removal was accomplished.

Since the introduction of railways the duty of a conductor is understood to be the control of the vehicle he superintends, the safe conveyance and protection of passengers who may enter it, the collection of fare from each, and the expulsion of all improper persons. So fully, indeed, is his power admitted and understood, that the Courts have often defused it, enlarging or limiting it as the circumstances of the particular case may require. He is allowed to eject from his car any one who declines to pay the accustomed fare, and if the force employed is not unnecessary, the company are excused. This authority is to be carefully exercised. If it is improperly used, the employer who deputed it is answerable for the conduct of the agent.

In every case where the passenger is wrongfully ejected, and is injured in the act, the company are responsible. The Court of Appeals of New York, in *Sanford's administrator vs. the Eighth Avenue Railroad Company*, (23d New York, 343,) examined the decided cases, and their opinion covers the whole ground, determining when the liability commences, and where it ceases. They hold the railroad company liable, not only for the unlawful ejection of the passenger, but for all the circumstances of aggravation attending it. If the right to remove the passenger by a conductor, is a part of the duty confided to him by his principals, they may well be held responsible for any excess of authority of their agent, while in the course of his employment.

To apply the rule to the present case: A state of fact is pleaded which charges the Railroad Company, by their conductor, with an unlawful act, detailing minutely its history; no justification is pretended. The demurrer was an admission of all the averments; and the Court could not perceive how they could be asked to decide for the defendants in a case so fully stated, on the ground that the petition made a case of the personal liability only of the servant.

The judgment was affirmed.

ELECTION OF DIRECTORS OF THE NORTHERN PACIFIC RAILROAD.—BOSTON, MAY 16.—At a meeting of the Directors of the Northern Pacific Railroad to-day, to fill vacancies existing in the Board, the following gentlemen were elected: Wm. B. Ogden, of Chicago, President Chicago & Northwestern; J. Edgar Thompson, of Philadelphia, President Pennsylvania Central Railroad; Robert H. Bedell, of New York, President of the Erie Railroad; George W. Cass, of Pittsburgh, President of the Pittsburgh, Fort Wayne & Chicago Railroad; Wm. G. Fargo, of Buffalo, Vice-President of the New York Central Railroad, and Thomas N. Canfield, of Burlington, Vermont. These gentlemen, with Hon. John Gregory Smith, President of the Vermont Central Railroad, Hon. R. D. Rea, President of the Portland & Kennebec Railroad, Hon. Ousten Stearns, President of the Colony Railroad, and Benjamin P. Cheeny, of Wells, Fargo & Co., constitute the Board of Managers.

We regard the above selection of directors as a sure guarantee of the speedy commencement of active operations for the construction of this important route to the Pacific. They compose the leading railroad men of the country.

Resources of California.

Dr. E. S. Holden, of Stockton, Cal., President of the San Joaquin Agricultural Society, read, by request, a paper upon the resources of California before the Society for the promotion of Arts and Sciences a few evenings since, from which the following interesting facts are gathered. After alluding to the gross ignorance of all matters relating to the Golden State, except her minerals, that prevailed everywhere outside of her own borders, he went on to show that the elements of greatness and almost of independence possessed by California were unsurpassed, it not unequalled, by any territory of the same extent on the face of the globe, and all that was needed was capital and enlightened labor to make her the richest State in the Union. Eighteen years ago the wealth of California was represented by thousands, now it is over two hundred millions. Then the land was uncultivated, now over 6,000,000 acres were under cultivation and fenced; then she imported the breadstuffs she consumed, now (1866) she raised 12,000,000 bushels of wheat and 4,000,000 bushels of barley. Since September last she has freighted twenty-three ships with wheat to Liverpool, and sent to New York, *via* Panama, up to March 1st, 1867, 48,000 barrels of flour, and 5,000 bushels of wheat. The estimated value of the agricultural crop of California for 1866 was \$54,000,000, exceeding her gold crop by several millions of dollars. The product of her manufactures in the same period was \$30,000,000, the tax on which amounted to \$200,000. These facts showed that California was no longer devoted mainly to gold digging. Eighteen years ago there was but half a dozen vineyards (the "old mission" vineyards) in the State, now there were hundreds in all her valleys and high up on her mountains, cultivating over 25,000,000 of vines, and producing last year rising of 2,000,000 gallons of wine. Eighteen years ago steamboats, stages and railroads were unknown in her borders; to-day her princely steamers float in her bays and rivers. What California most needs now is population and railroads—the first to open up her inexhaustible resources, and the other to transport at a reasonable rate the products to tide-water and a market. California is 570 miles long, and averages 230 miles in width. It embraces about 70,000,000 acres suitable for agricultural and grazing purposes; over 20,000,000 acres of swamp or *tule* land, thousands of acres of which are being redeemed and producing unparalleled crops; 6,000,000 acres under fence, 500,000 of which are cultivated to wheat and barley, oats, corn, rye, potatoes, vegetable and fruits of every description. According to the County Assessor's rolls for 1866, the State contained 3,500,000 fruit trees, 25,000,000 grapevines, 722,374 cattle, 98,000 milch cows, 153,000 horses, 17,000 mules, 157,000 swine; 200,000 sheep, yielding 8,000,000 pounds of wool; 4,500 goats and 90,000 poultry. The agricultural and fruit capacities of the State are unequalled on the globe, both as to variety, quality and quantity. Peaches, grapes, pears (eighty varieties), cherries, plums, strawberries, currants, apricots, figs and nuts of all kinds grow in all sections of the State, while the Southern tier of counties produce oranges, lemons, limes, almonds, citrons, and in short every variety of fruit known to the shores of the Mediterranean.

Hops, castor oil beans, cotton, hemp, flax, broom corn and sorghum have been grown in different parts of the State, sufficient to

warrant a profitable cultivation. A large cotton-mill is in operation near San Francisco, manufacturing cotton grown in the State; also, four woolen mills, consuming 3,000,000 pounds of California wool and employing 600 operatives. No State in the world can compete with her in wool growing, as all varieties of sheep prosper there better than in their native countries. Flint & Co. of Monterey County, have a flock of 80,000 sheep, crossed upon the imported thorough-bred Spanish Merino. The wine growing advantages of the State no longer admit of a doubt. California is emphatically the "land of the vine." Over 300 varieties of grapes have been cultivated with success; they flourish in all the soils and in all the valleys, and particularly in the mountains. Vineyards are springing up in all sections of the State, from the sea coast to the snowy belt of the Sierra Nevada. Land can be had from \$1.25 to \$5.00 per acre, and a vineyard is within the reach of every poor man's purse, and in three years the income will give him a comfortable support. The culture of the mulberry tree, the silk-worm, and the manufacture of silk, are soon to be among the chief and most profitable of the industrial arts of the State. The pioneer in this business, D. Prevost, of San Jose, has met with entire success, and has become satisfied that the soil and climate of California are better adapted to the growth and health of the silk-worm and of mulberry trees than any other portion of the globe. A silk factory, with a large capital, has already been erected, and is manufacturing superior California grown silk in San Jose. That invaluable product, coal, of which the State and Pacific coast was supposed to be destitute, has now been found at the base of Mount Diablo, a few miles from San Francisco, and at Bellingham Bay. Those mines yielded last year 73,000 tons, ranging in price from \$8.50 to \$11.50 per ton. The quicksilver mines of California produced in 1866, 47,194 flasks.

The coast range mountains abound in cinnabar. Natural springs of petroleum are found in several counties in the central and southern parts of the State. Sixty thousand gallons have been refined from crude petroleum, which is found in unlimited quantities in the southern counties. Borax and brimstone are found in inexhaustible quantities in the vicinity of the "Geysers," a volcanic region in the northern part of the State. California borax is now used in the San Francisco Mint, and is found to be superior to the imported article. Besides the inexhaustible gold mines, which embrace 44,000 square miles, minerals and metals of almost every kind—silver, copper, iron, platina, antimony, arsenic, cobalt, manganese, in large quantities, lead, saltpetre, lime, gypsum, red and yellow ochre, alum, salt, zinc, chalk, nickel and plumbago, are all found in various sections of the State, in quantities warranting large outlay of capital to fit them for commerce. The State has every variety of climate and is everywhere salubrious and healthy. After a glowing description of the natural scenery of the State, its snow-clad mountains and fertile valleys, the wonders of the Yosemite, the mammoth trees and the Geysers, Dr. Holden gave some statistics of the present population of California (500,000), its schools, institutions of learning, &c., and closed as follows: "As, centuries ago, the first sparks of art, science and civilization sprang from Asia, the primitive abode of man, and traveling with the rising sun westward, accumulated in its slow progress through the dark ages more light and brilliancy, adding

in continental Europe a still higher degree of perfection, still seeking the setting sun, so this increased knowledge, transported to the New World by the *Mayflower*, at length, after two hundred years of growth and progress, has sought the shores of the Pacific, and there, after performing the circle of the globe, is destined to make still further progress, and to work out a yet higher civilization than any hitherto known."

TAKING UP THE NICHOLSON PAVEMENT.—In August last the Nicholson wooden pavement was laid in Nassau-st., between Pine and Wall, and also on a part of Water-st., near Maiden-lane, and other experimental points. The pavement has, thus far, stood the wear and tear upon its surface, without the resultant irregularities, which were predicted at the time it was laid. It having been strongly objected to it, that the method of laying it would render it exceedingly difficult to take it up in case it became necessary to reach the gas or water pipes, and that when once taken up, a section of it could not be easily relaid, so that the newly laid portion would be uniform in surface and grade with that which had been undisturbed, the experiment was made on Saturday before officers of the Croton Board and other city officials. The work of taking the pavement up occupied but a few minutes, and an excavation was then made to a depth of six or eight feet. The hole was then filled up and the pavement relaid. The earth beneath the pavement was found to be dry and easily handled. To prevent the blocks which are replaced from rotting, a lap-joint plank was run under the edge of the undisturbed pavement and allowed to project under the edge of the returned section. The blocks taken up were measured, and it was found that nine months wear had not caused it to "broome" in the least, or to be perceptibly worn away. The experiment was interesting and apparently satisfactory to those who witnessed it. The owner of this pavement has requested permission to lay an experimental block on Broadway, whereon it can best be compared with other systems in use.

APPRAISEMENT OF THE CINCINNATI, WILMINGTON AND ZANESVILLE RAILROAD.—The auditors of the counties on the line of the C. W. & Z. R. R. met in Zanesville, on Friday, for the purpose of fixing the valuation of the road for taxation.

The total valuation of the road was fixed at \$820,000, about \$20,000 more than the valuation last year. The road bed was valued at \$4,000 a mile, the rolling stock, machine shops and other fixtures of the road average valuation about \$3,000 a mile, making a total valuation of nearly \$7,000 a mile. The distribution of the proper proportion of the aggregate valuation to the several counties, was not made yesterday, that matter being placed in the hands of the Secretary of the Board of County Auditors, who will report the amount to the several Auditors in a few days.

Accounts state that the Albany and Susquehanna Railroad is rapidly approaching completion. The road is completed to Sidney, 105 miles, and is graded nearly ready for the rails to Nineveh, 120 miles. Nineveh will be the point of intersection with the Pennsylvania and Delaware Canal Company's road, leading to the coal regions, a distance of 55 miles. The tunnel is five miles beyond Nineveh. So it will be seen there is but 20 miles of grading to be done between Albany and Bing-hampton.

Wear of Steel Rails.

Engineering, in a recent number, gives this report of the fifty-two steel rails put down in May, 1862, in various parts of the great station-yard, at Camden-town, where are the metropolitan goods station and the passenger ticket platform of the London & Northwestern Railway. These rails were placed in different lines of the series diverging from near the southern end of the Primrose hill tunnel, some of these lines carrying traffic hardly known upon any other railway in the world, while others were subject to much less wear, and others still are hardly more than sidings. Beneath the Chalk Farm bridge two steel rails, laid end to end, bore upwards of 8,000 trucks and 400 engines daily, and under this traffic ordinary iron rails were and still are worn completely out, on both faces, in four months on an average, each face wearing two months. In August, 1865, one of these steel rails was taken up after having completely worn out 16 faces of iron rails laid next to and opposite to it, in the same line. The steel rails have never been turned, and showed only an even wear of about one-fourth of an inch along its top table. On Tuesday last, we visited the Camden station-yard, in company with the Hon. William J. McAlpine, an eminent American engineer and Mr. John Bourne, whose name is sufficiently known to all our readers. The rail taken up in August, 1865, is already historical. One half of it was shown in that year, by Mr. Bessemer, to the British Association at Birmingham, and the other half has been drawn into excellent steel wire. We found its fellow rail, on Tuesday morning last, still unturned and in good condition, although it has outworn 22 faces of adjoining rails. The number of trucks over it every twenty-four hours was 8,082, and the number of engines 415. It will be interesting to give the dates at which the contiguous iron rails were laid down and turned. They are as follows:

New iron rail put down May 2d, 1862, turned July 7th; second iron rail put down September 9th, turned November 5th; third iron rail put down January 6th, 1863, turned March 11th; fourth iron rail put down April 29th, turned July 3d; fifth iron rail put down September 29th, turned December 16th; sixth iron rail put down February 16th, 1864, turned April 12th; seventh iron rail put down August 6th, turned November 7th; eighth iron rail put down March 8th, 1865, turned June 7th; ninth iron rail put down August 11th, turned October 13th; tenth iron rail put down January 20th, 1866, turned July 6th; eleventh iron rail put down November 19th, turned January 7th, 1867; twelfth iron rail put down February 19th, and still in use on its upper face. And still the steel rail, which has never been turned over to wear on its bottom table, is in very fair order.

In no other part of the Camden station-yard is the traffic so constant, and the other iron rails have not worn out so rapidly. The fact does not effect the absolute superiority of steel, as compared with iron, and this is to be borne in mind when we say that, in another part of the yard, one steel rail has, thus far, worn out but fifteen faces of iron, another steel rail but ten faces, five other steel rails have worn out each nine faces of iron, three other steel rails eight faces of iron, two other steel rails seven faces of iron, five other steel rails six faces of iron, six other steel rails five faces of iron, twelve other steel rails four faces of iron, five other steel rails three faces of iron, &c. It will be distinctly understood that, although only four, six, eight, or ten faces of iron rails

have been thus worn out in less than 5 years, the steel rails adjoining these respective rails have also been far less worn than under Chalk Farm bridge, and the steel rails which have thus worn out the lesser number of iron rails are still in excellent order, and judging from their present condition, are likely to outlast 15, 20 and possibly 40 faces of iron.

Suspension Bridges—The Clifton (England) and the Cincinnati Bridge.

Evs. Com.—In a paper read before the Institute of Civil Engineers, last February, by Mr. N. H. Barlow, C. E., descriptive of the Clifton Suspension Bridge, 702 feet span, lately erected in England, he remarks:

"Considering the facility with which suspension bridges could be constructed, and the comparatively inexpensive nature of the scaffolding or temporary staging required for erecting them, there appeared to be no reason why spans of much greater magnitude should not be accomplished. The spans already crossed by bridges on this principle far exceed those of any form of girder. The largest girder ever built was that of the Britannia Bridge, over the Menai Straits, which was 460 feet between the bearings. The longest suspension bridge was that of Fribourg, which was stated to be 880 feet, while the Niagara Suspension Bridge was 820 feet from center to center of the towers, and it had been in daily use for nearly twelve years, for the passage of railway trains. Suspension bridges had not been adopted in this country (England) for railway purposes, under the impression that the principle of construction necessarily involved such an amount of flexibility as to render them unfit for the passage of trains; but it must be considered that the larger the bridge, and the greater the ratio of the weight of the bridge to the weight of the moving load, the less was the disturbance of form caused by a passing load. Moreover, it was quite practicable to stiffen a suspension bridge so as to render it nearly as rigid as a girder."

The foregoing is interesting to the American reader from the sound practical reasoning which it contains, as well as showing the great advance in the branch of engineering upon which it treats, that has been made in our country over the older and slower countries of Europe. Our great bridge of 1,057 feet span now leads the world, and, although constructed with the sole view to the passage of wagons, is fully strong and rigid enough for the passage of the largest railway trains. The great success of Mr. Roebling in the Niagara and Cincinnati suspension bridges is now bringing this principle advantageously before the public. To him belongs the credit of introducing the heavy truss frames, which make his bridges almost "as rigid as a girder," and has redeemed the suspension principle from the obloquy caused by the mistakes of his predecessors, who made their bridges as flexible as the cable supporting them, to be whipped down by the first heavy gale that happened to strike them in the proper direction.

The greater expense of a properly-built suspension bridge over the girder bridges, usually built in this country, is more than compensated by their safety from accidents, and their durability when built. The numerous cases of destruction of pier-bridges by the freshets of the past season has brought the suspension principle into greater prominence than at any time heretofore—*Cin. Com.*

The Lull in Invention.

The great progress of discovery and invention which has carried British commerce and our internal trade to a pitch of prosperity far beyond anything which, fifty years ago, could have been dreamed of as possible, is at last interrupted. Several years have now passed without one really great invention—an invention capable of adding millions to the national wealth. The most recent are the Bessemer process, the steam-plow, submarine telegraphs, and Ransome's artificial stone; and among discoveries, the Australian gold mines, the Cleveland iron stone, and the American oil wells, and, to go a little further back, the priceless blessings of chloroform to suffering humanity. We are, of course, cognizant of scores of other inventions; but we cannot rank the sewing machine, nor even the reaping machine, the distillation of shale, the aniline dyes, nor any recent improvement made in textile, wood-working, metal-working, brick-making, or other machinery, nor the discovery (commercially) of guano, gutta percha, or aluminium, with those we have already named. The great inventions, those which have not merely improved but revolutionized trade, are, within the last century, the steam engine, with steam navigation and railways, textile machinery, iron-working machinery, electric telegraphs, and steam printing, and we think that the four inventions named at the beginning of this article are those which, among our more recent acquisitions, are best entitled by their real importance (although this is not yet fully developed) to the distinction we have given them. The Bessemer process, which will probably be yet extended to all ordinary English irons, is effecting a revolution in the metallurgical world hardly less than was brought about by Onions's puddling furnace and Cort's rolling mill; the steam-plow is already giving us a new agriculture; submarine telegraphs are greatly extending and economizing commercial transactions; and the artificial stone, which the architects and builders are so slow in understanding, is certain to effect a vast change in our whole system of fixed construction.

But, without continued invention and discovery, we may lose the prize in the great race of national competition, and, in any case, the cessation of invention must amount to the undue aggrandizement of capital and the stagnation of practical talent. We do not apprehend that any cessation of this kind is to be permanent, yet we are none the less anxious, for the sake of the general good, that the present lull in invention should soon terminate. There are many fields of discovery which offer real promise of excellent results, and there are, beyond these, a host of glittering possibilities, or what we are willing to accept as possibilities, however remote, which hold out the attractions of the grandest rewards which practical genius can ever attain. Who can reflect upon the almost immeasurable forces of solar heat and lunar attraction exercised daily upon our planet, and with visible results, without hoping, and indeed to some extent believing, that human ingenuity will yet find means for penetrating nearer and yet nearer to these tremendous mysteries of nature, and turn them into new channels for the good of man? With countless millions of tons of hydrogen in the sea and of oxygen in the air, shall we not yet find means to burn the very waters of the globe, and literally set the river on fire? With millions of tons of carbon in

the earth, shall we not yet convert it, by some means, into palatable and wholesome human food? And shall we not yet find cheaper and readier means of converting the vast stores of vegetable fiber, with which nature abounds, into comely clothing, than by the present infinitesimal spinning and weaving of thousands of yards of yarn to form a single yard of cloth? That we may yet navigate the air is hardly less likely now than was the navigation of the sea by steam seventy years ago.

Future invention must give us cheaper food, cheaper clothing, and cheaper lodging. Past invention has not sufficiently secured these, and the condition of trade and of society is now such that the majority of the population, even when working almost continuously, can gain but a decent subsistence, without any practical advance upon their daily necessities.

Among the great inventions of the future, we believe we may look for highly scientific and artificial agriculture, which shall more than double the average productive power of the soil. We shall learn how to restore to the soil a great deal of the vitality of which we now rob it and turn to waste; we shall learn how to secure increased action of the sun and atmosphere, and even of stimulating gases within its substance; and we shall thus place it in a measure beyond the caprices of climate. The force of steam, and many artificial agencies, including artificial warmth and artificial moisture, will be turned to account, and the production of food will become a great and highly elaborated manufacture, to be carried on with an amount of talent and cultivated skill corresponding to that now engaged upon railways or in the great textile and metal manufactures of the country.—*Engineering.*

RAPIDITY OF MOTION.—The waves of sound go only 377 yards in a second, while the earth itself goes 18½ miles, and light ten thousand times faster than that; while electricity (which again is probably another kind of vibration of the solid atoms of bodies, and certainly not a fluid,) runs along a wire about half as fast again as light. So, says Mr. Denison, in his "Astronomy without Mathematics," if the earth were a cannon ball shot at the sun from its present distance, with the velocity it now travels with, and the moment of explosion telegraphed to the sun, they would get the telegram there in about five minutes, and see the earth coming in eight minutes, and would have nearly two months to prepare for the blow, which they would receive fifteen years before they heard the original explosion. This is merely taken the sun to be shot at, without regard to his power of attracting the earth at the rate of 90 miles a second.

THE UNION PACIFIC RAILROAD.—Despatches from Omaha, of April 29th, state that track laying re-commenced on the Union Pacific Railroad on that day, and will be prosecuted vigorously. Ties are at the end of the road for a hundred miles of the road. Forty miles of railroad iron are now in Omaha. The grading will be done at the rate of two miles per day.

PORTLAND AND UNION RAILROAD.—This road is the proposed extension of the Dayton & Union Railroad into Jay county, Indiana, and into the head of the Wabash country, opening up to railroad facilities a rich agricultural country. Dayton has subscribed \$8,000 to the enterprise, and is expected to take \$2,000 more stock.

MONETARY AND COMMERCIAL.

There has been no marked changes to note in monetary affairs since our last week's issue. The supply of capital, although limited is sufficient for the curtailed demand, and but little difficulty is experienced in disposing of all the acceptable paper that finds its way to the market. In general business there is but little doing, purchases being wholly confined to the small supplies necessary in sorting up stock. All hopes are now bases for the revival of trade on the crop prospects which everywhere are promising. It must, however, be expected that many conflicting rumors will be put in circulation by interested speculators who are carrying big stocks of old produce, for the purpose of enabling them to work them off.

Messrs. Hinde & Porter, commission merchants of this city, failed on Monday. Mr. Porter was a member also of the dry goods house of Pearce, Tolle & Porter, and we believe in their commission business they had branch houses in New Orleans and New York. The decline in cotton, it is understood was the cause of their difficulties.

The market for Exchange is firm at the following quotations:

	Buying.	Selling.
New York	par@25 prem.	1-10 prem.
Philadelphia	par@25 prem.	1-10 prem.
Boston	par@25 prem.	1-10 prem.
Gold	138	138¾
Silver	130@131	132@133

The operations of the New York gold market is shown by the daily fluctuations, which have been as follows:

	Opening.	Highest.	Lowest.	Closing.
May 16	137	137½	136½	137½
" 17	137	137½	136½	137½
" 18	137½	137½	136½	137½
" 19	136½	137½	136½	137½
" 20	137½	137½	137½	137½
" 21	137½	137½	137½	137½
" 22	138	138½	137½	137½

Of the New York market the *Tribune* says:

"Money is quoted on call at 5@6 per cent., chiefly the latter. In commercial paper no change. Best names are 6½@7½, and second rate 8@10 per cent.

"Government stocks are strong and active, and the attention of investing parties was never more closely given to them. Border State stocks are in more demand. New Tennessee 6s sold at 63, and Missouri 6s at 96½. In Railway mortgages little doing. Bank shares are firm, and Express stocks higher. Pacific Mail rose to 130½. Railway shares remain dull, and have no substantial support outside the cliques loaded up with them. New York Central sold at 98½, and Hudson at 102½. The outer list was neglected, and no large amounts could be sold at quotations. After the call, and at the Second Board, prices were lower and the market as sluggish as ever. At the close there was more activity, and prices improved slightly. The following are the closing prices: New York Central, 98½@98½; Erie, 62½@62½; Reading, 101@104½; Michigan Southern, 68½@68½; Cleveland and Pittsburgh, 73½@74; Rock Island, 88½@89; Northwestern, 34½@34½; do. Preferred, 59½@59½; Fort Wayne, 96½@96½."

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,
For Freight & Passenger Cars, Tenders,
Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6½ " "	35 " "
3, 8 " " 11 " "	36 " "
4, 8 " " 9 " "	35 " "
5, 7½ " " 6½ " "	30 " "
6, 10 " " 8 " "	40 " "
7, 7½ " " 8 " "	35 " "

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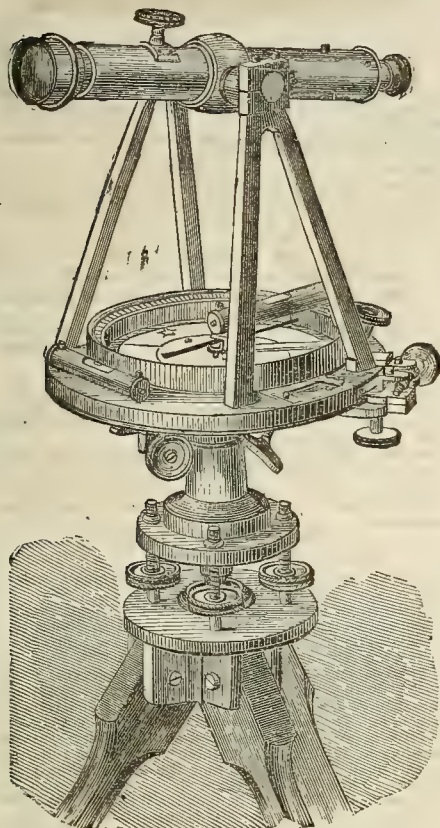
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OIL LANDS,

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The Great Crocus Well,

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Productive Wells all

around them.

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**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeleted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 1/4 inches in width, and under. For Tickets over 2 1/4 inches in width.

SIZE NO.	NO. OF FORMS.	PRICES.	SIZE NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,

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All orders addressed to us will receive prompt attention.

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L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLES, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R.R., Indianapolis
[Aug. 2, 1867.]

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It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

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Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.40 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLIEN	11.40 "
Leave	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave	9.00 "
Arrive CORY	10.53 "
Leave	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.10 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
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THIS IS THE ONLY ROUTE

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Passengers to the Eastern Cities will find the

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A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved description,
unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

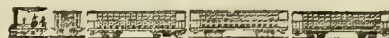
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
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CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:30 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers from the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m. — CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12:10 night

9:00 a. m. — MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m. — WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m. — EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m. — EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m. — EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m. — FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading
at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m. — WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown at 12:20 p. m.; Easton at
1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m. — FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading
at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO

ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

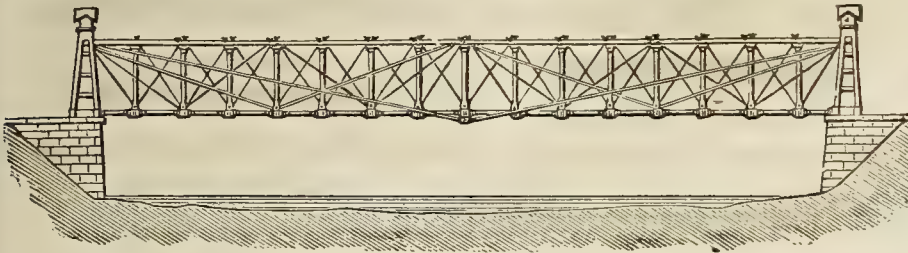
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
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J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

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In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

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myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

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Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
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D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

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PASSENGER



LOCOMOTIVE ENGINE



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ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

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Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
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L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis. at which place it unites with Railroads for and from all points in the West and North-west.

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CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis. Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
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AND OTHER

Railroad Machinery, Tires, etc.

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Rebuild and Repair Locomotives.

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ESTABLISHED 1821.

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Wrought Iron Welded Tubes—from ¼ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

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STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
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Philadelphia, Wilm'gton & Baltimore

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TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted). 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, { Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, MAY 30, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

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One square, single insertion.....	\$ 1 00
“ “ per month.....	3 00
“ “ six months.....	12 00
“ “ per annum.....	20 00
“ column, single insertion.....	5 00
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“ “ six months.....	40 00
“ “ per annum.....	80 00
“ page, single insertion.....	15 00
“ “ per month.....	25 00
“ “ six months.....	110 00
“ “ per annum.....	200 00

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WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Night Express.....	5:00 P. M.	6:10 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	10:10 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	5:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:31 A. M.
Hamilton Accommodation.....	6:20 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connorsville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connorsville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.		
Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	6:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:40 A. M.	6:00 P. M.
Lexington Express.....	2:40 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:40 A. M.	6:15 A. M.
East Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

Statistics of Ohio for 1866.

GROWTH AND CROPS.

We have before us the Annual Report of Edward D. Mansfield, (Commissioner of Statisticians) which we assure our readers has some facts worth knowing in it. It contains not only the Statistics of last year, but the comparative Statistics of several years. It is by comparing the Statistics of several years, that we can, in time, a law of natural progression which enables us to predict with almost certainty what the results of future years will be, because, it is true of all nature, that one thing comes out of another. Thus one season is laying the foundation of and giving character to another. Just now there is intense interest in the crops of the current year. We heard a merchant say, in New York, that if there were not good crops this year half the merchants would fail. This may be exaggerated, but there is some truth in it; for merchants and people in cities produce nothing themselves, and if the country fails to produce, the channels of business must be dried up. And even a very partial failure of crops diminishes many kinds of business and makes commercial affairs dull. That is the case at present, and all the falling off of crops in 1866 was probably not one fourth of the aggregate amount, yet it produced a great effect and has caused stagnation in all the channels of business. Let us see whether we can gather any facts from the Report on Statistics, which will aid us in making a judgment on the future. In the article on Agriculture, the Commissioner says:

The statistics of Agriculture are always one year behind, and hence the statistics we have now before us are those of 1865, and not of 1866. The assessors make their returns in May and June, and thus, we cannot have the tables for 1866 till next June. In my report for 1864, I said: "The cycle of bad years is now finished, and we should be entering upon a series of good and abundant harvests."

To some extent this was true. The crop of 1864 was but very slightly greater than that of 1863, both of them being remarkably small; but, it will be seen by the tables annexed to this report, that the aggregate of the grain crops (including potatoes,) was, in 1865, fourteen millions of bushels greater than in the two preceding years. In the year 1866 the aggregate will, I think, be greater than in 1865, notwithstanding the great loss in wheat. I think that not more than eight millions of bushels of wheat can be counted on in 1866, which is not half a crop. On the other hand, corn has probably increased at least ten millions of bushels, and oats, barley, &c., have also increased. On the whole, the aggregate crops of 1866 will probably be something greater than 1865. The following section of this article will give the analysis and summary of agricultural statistics in this State for a series of years.

This was contrary to the common opinion, but was no doubt true. Ohio lost ten millions of bushels of wheat, but probably had an average production in the totality of crops. The Commissioner says:

The crops of wheat during seventeen years, have been as follows:

	Acres.	Bushels.	Aver. per acre.
1840.....	.....	16,571,661	.....
1850.....	1,742,000	31,500,000	18.0
1851.....	1,657,257	25,309,225	15.2
1852.....	1,631,151	23,043,737	14.1
1853.....	1,421,826	17,118,311	12.0
1854.....	1,475,935	11,889,110	8.0
1855.....	1,407,773	19,369,320	13.81
1856.....	1,478,174	15,333,837	10.2
1857.....	1,800,000	21,397,614	14.0
1858.....	1,695,412	17,655,483	10.4
1859.....	1,780,543	13,347,967	7.3
1860.....	1,841,607	23,640,356	13.0
1861.....	1,934,002	20,055,124	10.2
1862.....	2,241,535	29,916,518	12.0
1863.....	1,811,784	20,452,410	11.5
1864.....	1,665,495	15,541,385	9.5
1865.....	1,451,720	13,234,139	9

It appears from this table that there is only one crop in this whole period, less than that of 1865, viz: 1854. The crop of 1859 was but a trifle greater. One reason of this is, that there is but one year, (1853), when there was so small a number of acres planted. There were two years, (1854 and 1859), when the average per acre was less. The average number of acres planted, 1,750,000. The average quantity produced is 20,400,000 bushels. The average per acre is twelve bushels.

In 1866 probably not more than eight or ten millions were produced, the least crop of wheat ever raised in the State. The average per acre has been as high as 18 bushels, and as low as 7. The great crop of 1862 was caused as much by the increased breadth of land, (2,401,000 acres), as by the real greatness of the crop. The average of 1862 was exceeded in 1850, 1851, 1852, 1855, 1857, and 1860. Thus we see it was not the excellence of the crop, but the increased amount of land which gave Ohio twenty nine millions of bushels in that year. There have been now three successive bad years, and from the great growth and healthiness of the wheat plant now, we believe that the average, if no unforeseen calamity occurs, will be at least 14 bushels per acre. It will depend, then, on the breadth of land sown, and the appearance if the country indicates a full average, which is 1,750,000 acres. This would give 24,500,000 bushels for the whole crop; and such at least we believe it will be. There have been four crops greater than that, but the general average is below it. This would be fourteen millions of bushels greater than in 1866, and twenty-five millions of dollars greater than in that year in value.

Let us turn now to corn. This is the great staple of the Ohio valley, and a much safer one to depend on than wheat. The Commissioner says:

The maximum quantities produced were, in

		Average	per bushels.
1860.....	91,588,704	38	
1865.....	87,587,434	39.7	
1857.....	82,555,110	36.6	
1861.....	74,558,878	33	
1853.....	73,436,090	40	

Out of fifteen years the crops of corn in eight were below that of 1865, and as that of 1866 was probably greater, we may consider our corn harvests returned to their former abundance.

The following table gives the aggregate and the averages of sixteen years:

Years.	Acres.	Bushels.	Bushels per acre.
1850.....	1,537,947	56,619,608	36.8
1851.....	1,664,427	61,171,282	36.7
1852.....	1,730,188	54,165,517	33.6
1853.....	1,876,493	73,436,090	40.0
1854.....	1,972,337	57,171,551	26.0
1855.....	2,205,242	87,587,434	39.7
1856.....	2,084,893	57,802,515	27.7
1857.....	2,254,424	82,555,186	36.6
1858.....	1,834,136	50,863,582	27.7
1859.....	2,431,322	65,730,846	29.5
1860.....	2,397,639	91,588,704	38.0
1861.....	2,266,129	74,858,878	33.0
1862.....	2,120,544	62,764,887	30.0
1863.....	2,027,911	54,614,617	27.0
1864.....	1,938,616	54,053,491	27.0
1865.....	1,923,305	68,053,668	35.0

The crop of 1866 was probably 75,000,000 bushels, which is not a great crop. The crop of 1867 will be a full average crop, if not endangered by the heavy May rains we have had. This may, in the first place, require that many fields should be replanted; and what is of much greater importance, cause a growth in summer. This would be too late to injure the wheat, but might damage corn greatly. On the whole, however, we do not anticipate such a disaster. The year has opened most auspiciously for all crops, and it is most probable will continue so. Nature always repairs her own damages, and it is not probable any of the great crops will fail when the season opens so well, and we have had a succession of comparatively bad years.

OF OATS, the Commissioner says:

The crop of oats for 1865 was as follows:

Acres planted.....	690,740
Bushels produced.....	17,566,664
Average per acre.....	25 bushels.

This is the largest crop but three in eleven years, and the largest average per acre but one. The following are the crops of eleven different years, the two first being those of the U. S. Census:

Years.	Acres.	Bushels.	Average.
1839.....	.....	11,394,103	.....
1849.....	.....	13,472,742	.....
1857.....	.....	20,572,647	.....
1858.....	669,147	8,026,251	12 bushels
1859.....	643,613	15,046,910	23 "
1860.....	810,104	25,127,724	30 "
1861.....	728,722	17,798,794	24 "
1862.....	574,820	11,024,470	20 "
1863.....	846,019	13,317,561	20 "
1864.....	608,738	14,579,295	24 "
1865.....	690,740	17,566,664	25 "

The general review of agriculture shows how the land is distributed in crops, and what proportion is cultivated.

The following table exhibits the quantity of arable and meadow land cultivated in the last three reported years. It will be recollected that, as the Assessors make their returns in May or June, we cannot have the last year's crops:

	1863.	1864.	1865
Wheat....	1,811,278 ac's	1,655,595 ac's	1,451,720 ac's
Corn.....	2,027,811 "	1,928,616 "	1,932,345 "
Rye.....	32,257 "	48,561 "	87,289 "
Barley....	74,348 "	117,261 "	139,050 "
Oats.....	548,419 "	606,738 "	690,740 "
Buck wh't	24,246 "	71,045 "	33,625 "
Potatoes..	80,785 "	81,972 "	70,515 "
Sorghum...	27,359 "	29,542 "	37,678 "
Tobacco...	47,282 "	21,343 "	22,397 "
Grapes....	.....	.....	5,600 "
Meadow...	1,195,560 "	1,252,471 "	1,420,191 "
Flax.....	95,170 "	65,421 "	47,710 "
Clover.....	403,884 "	346,457 "	390,931 "

Total. 6,369,379 ac's, 6,335,092 ac's, 6,329,511 ac's.

This table shows very slight differences, from year to year, in the quantity of cultivated crops. The rotation of crops produces in

some years, a little less in the grain crops, but it is made up in other things. Thus, there was 360,000 acres less in wheat in 1865 than in 1863, but there was 220,000 acres more of hay, and 142,000 acres more in oats which makes up the difference. The cultivation of grass, oats and sorghum is steadily increasing. This is suggestive of the change of crops, which is everywhere seen, as a country grows older. Gradually grass takes the place of much that was in grain, and sheep, cattle, poultry, fruit, and the minor articles which are needed in towns, take the place of the great grain crops.

Hudson River Railroad.

To what shall it be attributed, the Hudson River Railroad has at last become not only a paying institution, but one of great profit. Previous to the grand *coup d'etat* of Commodore VANDERBILT, whereby he became the controlling owner of the Hudson River Railroad and got the Harlem for nothing, it had never, we believe, but once paid a dividend, and then the money had to be borrowed and charged to construction account. It must be either the good luck and exquisite management of Commodore VANDERBILT, or is it because the road is run for the benefit of the owners, who also are the managers, instead of exclusively for the benefit of the managers. Whichever it is, the following showing of the *Tribune*, ought to satisfy anybody, even if they should happen to be as poor as the present owner:

It is reported that the Hudson River Company will probably extinguish the entire debt on the road, now amounting to about \$6,000,000, as rapidly as the net surplus earnings over 8 per cent a year in cash to the stockholders will allow; to capitalize the annual sums thus paid out of the income by dividing a corresponding amount in full paid stock to the stockholders, so as to leave the whole property represented, as at present, by 20,000,000, and in the course of a few years entirely in stock, and no debt of any kind against the road. The calculation is that not less than \$700,000 (or 5 per cent in the shape of extra yearly dividends) can be thus most conveniently paid off and capitalized. The present rate of earnings would authorize that the higher calculation of \$1,000,000 per annum surplus cash will be available for this object—equal to 7 per cent extra dividend per annum.

Receipts of the Western Union Railroad Company for the week ending May 21:

	1867.	1866.	Inc.	Dec.
Freight.....	\$7,681 12	16,496 36	.....	8,725 24
Passengers.....	2,556 00	3,704 09	.....	85. 09
Express & Tel.....	320 00	2,00 00	.....	70 00
Mail.....	375 00	3 91	.....	4 91

Totals.....\$11,232 12 20,714 36

Receipts from January 1, to May 21—

1866.....	\$218,116 34
1867.....	179,361 63

Decrease.....\$38,754 69

The Worcester (Mass.) Horse Railroad Company, on April 30th, voted to surrender its charter and franchise, take up the track, and dispose of the property, unless some new organization comes forward and purchases.

Protection to Home Labor.

The New York *World* in referring to the recent meeting of manufacturers, in New York city, says:

"The manufacturers' meeting in New York is adding insult to the injury they have already done the people of the metropolis by driving away our commerce and killing our whole shipbuilding interests. The reason, and the only reason, why we cannot build ships and steamers here, is because iron, wood, cordage, and all the materials which enter into their composition are made artificially dear by the tariff imposed for the exclusive benefit of the manufacturers, represented by the wealthy gentlemen who meet at the Astor House to day. With every disposition to be courteous and hospitable to gentlemen who visit us from a distance, we cannot help saying to the manufacturers who meet at the Astor House this morning that tens of thousands of intelligent people in this city regard them in the same light as they do the feudal lords and freebooters of old, who pillaged and levied black mail upon their neighbors for their own enrichment. Plunder is plunder, no matter by whom committed, and no legalization of it by government can make robbery righteous."

We cannot concur in the sentiment of the *World*. If no other parties had any interest in the matter than the few capitalists, then the remarks of the *World* might have a semblance of justice. The operatives of American factories, foundries, furnaces and mines, have some claims upon the consideration of government to assist them in developing the latent resources and wealth of the country. The *World* cannot see any advantage in keeping at home the gold that is being daily shipped to Europe for iron, the raw material of which we possess in greater abundance than any other country in the world. True, we would still have in our hills the raw material, which, two or three hundred years from now may be needed, when the mines of Europe are in a measure exhausted, our population dense and the price of labor reduced to the smallest pittance that will retain the soul in the body; then, without any protection will this vast latent wealth be developed, but till then the *World* would have us send to Europe for all we want.

The St. Louis and Illinois Bridge Company have commenced boring through the sediment in the stream to ascertain the depth of rock below the river, preparatory to the commencement of the piers.

Surveys are about to be made in the Notch of the White Mountains, with reference to building a railroad from Northern Vermont through the Notch, towards Portland, Me.

It is now considered to be practically settled that the White Mountain Railroad will soon be extended from Littleton to Lancaster, and afterward to Northumberland, to connect with the Grand Trunk. The people of the towns along the proposed route are taking prompt measures to secure means to carry forward the work.

The Use of Anthracite Coal as a Fuel.

By P. W. Sheaffer, Engineer of Mines, Pottsville, Pa.

That portion of Pennsylvania purchased from the Indians at a treaty in Philadelphia on the 22d August, 1749, for £500, embraced all of the middle and southern coal fields included in all that district north of the Blue Mountains, and extending from the Lehigh to the Susquehanna rivers. The northern, or Wyoming and Lackawanna coal districts, were included in the Fort Stanwix purchase of November 5, 1768, which great area, reaching from the south-western to the north-eastern boundaries of Pennsylvania, cost \$10,000.

The following data show how anthracite coal struggled into recognition as a fuel:

In 1768 anthracite coal was first used in Wyoming Valley by Obadiah Gore, (black smith.)

In 1775 and '76—several boat loads of anthracite coal were sent from Wyoming down the Susquehanna, and thence hauled to Carlisle barracks, to manufacture arms.

In 1790—coal first known in Schuylkill county.

In 1794—blacksmiths used it in Schuylkill county.

In 1808—used in grates by Judge Fell, of Wilkesbarre.

In 1812—Col. George Shoemaker hauled nine wagon loads of coal from Pottsville to Philadelphia, and gave away the coal.

In 1814—Charles Miner sent an ark load (24 tons) of coal from Mauch Chunk via the Lehigh and Delaware, to Philadelphia.

In 1815—Schuylkill navigation commenced.

In 1820—365 tons of coal were shipped by the Lehigh canal.

The coal product increased as follows:

1820	365 tons, equal to 1 ton per diem.
1830	174,734 " 479 "
1840	864,384 " 2,368 "
1850	3,358,899 " 9,203 "
1860	8,412,946 " 23,049 "
1866	12,703,882 " 34,805 "

The increase per diem has been almost one hundred-fold in forty-six years.

The comparison between the population of the United States and the anthracite product of Pennsylvania, shows a gratifying increase in regard to both.

Population. Coal product.

1820,	9,683,131	365 tons, or 25,529 capi-
		ta per ton.
1830,	12,866,020	174,734 tons, or 73 6 "
1840,	17,069,453	804,384 " 19.5 "
1850,	23,191,876	3,358,899 " 6.5 "
1860,	31,641,977	8,412,946 " 3.8 "

The increase of population is so great that we can hardly expect the product of coal in 1870, to be three persons per ton of coal, and when it will be one person per ton, who can tell?

The gross product of anthracite coal from 1820 to 1866, inclusive, amounts to 149,876,119 tons.

The areas of the several coal districts are nearly as follows:

THE FIRST SOUTHERN OR SCHUYLKILL COAL FIELD.

1. East of Tamaqua mostly covered by lands of the Lehigh Coal Navigation Coal Company.....16 square miles, 10,240 acres.
2. Tamaqua to Pottsville. 36 " 23,040 "
3. Pottsville west, to Forks of Basin.....55 " 35,200 "
4. North Fork, or Lykens Val. Prong.....16 " 10,240 "
5. South Fork, or Dauphin

Prong.....	15 "	9,600 "
6. North Mine Hill Range. 8 "		5,120 "
Total area of Southern coal field.....	146 "	93,440 "

THE SECOND OR MIDDLE COAL FIELD

	Square miles.	Acres.
1. Shamokin District.....	50	32,000
2. Mahanoy "	41	26,240
3. Beaver Meadow, Hazleton, Big and Little Black Creek.....	35	22,400
Total area of second coal field.....	126	80,640
The 3d Northern or Wyoming and Lackawanna coal field.....	198	126,720
Total area of the anthracite coal fields.....	470	300,800

The average yield per acre thus shown in forty-six years, amounts to nearly 500 tons. The inquiry naturally follows as to how much remains. In former calculations, we made the coal thickness of the

Southern coal field to be.....	25 yards.
Middle "	15 "
Northern "	15 "

These sums, multiplied by the number of acres in each field, give the following results:

In the first coal field.....	11,308,824,000
" second "	5,854,964,000
" third "	9,179,872,000

Total.....26,343,660,000

Deduct half for waste in mining and breaking.....13,171,830,000

Balance.....12,171,830,000

Deduct amount mined in forty-six years.....149,876,119

Balance on hand.....13,021,953,881

equal to 43,291 tons per acre.

These figures give an amount of coal "in the hold," equal to a demand of 20,000,000 per annum for 651½ years in the future.

The correctness of this data may be brought into question, but not fairly disputed.

The coal area is well defined and correctly shown on our maps; the coal thickness for each coal field is not over-estimated, and the deduction of one-half from the gross amount, should cover all waste incident to our extravagant and careless mode of mining, and the yet more improvident waste in the preparation of coal for market. I have estimated 20,000,000 tons per annum for a future demand; this amount is assumed by some as the maximum product of our mines. I can hardly believe it to be our limit. With so grand a supply at our command, with all the modern and improved appliances for extracting coal from the mines, with more numerous shafts, slopes, tunnels and drifts, and, more than all, the indomitable energy and skill of our people, we can scarcely imagine a demand to which we are not equal.—*Jour. Frank. Inst.*

MONONGAHELA VALLEY RAILROAD.—A meeting of the corporators of this road was held in Pittsburg on the 10th of May. It was decided to accept the charter granted at the last session of the Legislature, and to open books for subscription to the capital stock of the company, at the Monongahela House in Pittsburg, on the 6th of June, to continue open for three days. It was resolved to hold a general meeting of the corporators and all persons interested in the construction of a railroad along the Monongahela River, at Elizabeth, the 30th of May.

Business Confidence.

To those at all familiar with the movements of commercial and financial affairs the extreme sensitiveness of confidence must appear very patent. To say that there is any prevailing alarm at a supposed impending catastrophe would not exactly represent the aspect of the prevailing sentiment. The public mind, however, may be said to border very closely on that word. The present position of things presents so many new problems, so much which our experience affords no means of interpreting that few can make up their minds as to what may really be the future; and this very incertitude naturally begets a degree of apprehension upon the occurrence of any events tending to disturb the regular course of business. In all respects the temper of men of business is just the reverse of that which obtained during the process of inflation. Upon the occurrence of any special stringency in the money market, there is a general unsettling of confidence; the banks begin to curtail loans, call up margins and limit discounts; holders of securities show an anxiety to realize; merchants scrutinize credits and make sacrifices in order to realize upon their goods. In Wall street this uneasiness shows itself in a predominance of bear movements, the outside public refusing to be drawn into combinations for an advance in stocks, notwithstanding the very general opinion that, considering the dividends and the condition of the roads, railroad stocks or cheap at their current prices. As the consequence of this weakened condition of confidence, the whole community have become sellers of what they hold in the shape of stocks, (excepting governments) or real estate, or produce, or merchandise; while the indisposition to buy is equally decided.

It would be a mistake to attribute this condition of affairs to any unreasoning despondency or panic; for the public, as a whole, is neither hyponcondriacal or panicky. There are facts in the public experience which account for this feeling. It is now understood by all that the existing inflation of values cannot continue; but must give place to a steady return to a normal condition of affairs. The dreams of fortunes made out of inflation are dispelled by a gradual loss of the accumulations made during the war. Merchants and manufacturers know by the sure evidence of ledger accounts that they are losing money; and perceiving that this is the result of declining prices they naturally expect to continue to lose until the process of decline is finished. The same rule applies to stocks, and must soon make itself apparent on real estate also. This sort of experience is very directly calculated to produce an unsettled feeling in business and to check operations generally. It is, however, argued that this process of reaction will simply place us in the condition in which we stood before the inflation, and that although the figures of our wealth may be reduced the substance will be the same. There is much truth in this view of the case; and yet inferences may be drawn from it which would lead to very mistaken action. Were it not that the public comprehended this process in all its bearings and steadily followed it, there would be but little danger; but the truth is that it is generally resisted.

Holders of property are unwilling to submit to the steady depreciation in its value, and persistently hold out for higher prices. While they are taking this course, buyers are steadily reducing their bids. This opposite

course continues, buyers and sellers becoming wider and wider apart and confidence in the meantime becoming daily more weakened until, at last, necessity or some contingency compels sellers to realize; and then the general rush to sell produces a small panic under which an excessive decline occurs. It is precisely the culmination of such a process as this that has produced the semi-panicky condition of things that has been witnessed in Wall street during the last few days. Ever since the process of reaction from inflation set in, the course of the markets has been characterized by these successions of petty panics. Before they occur there is a general break down of confidence; after the excitement there is a healthier feeling; new engagements are entered into, but the old mistake of holding on for prices not warranted by the inflexible process of decline is repeated, until another culmination and another break down in the markets. It would seem then that we are to reach a sounder basis of affairs not through a steady descent, but by a succession of sudden and violent downward leaps, entailing much unnecessary injury and causing all the time a timidity which checks production and prolongs the reactionary process. We have no specific to offer for remedying this unsatisfactory course of affairs. It is one of those evils which grow out of the defective average intelligence of the community, and which while it may leave lessons to teach our successors wisdom, will yet have to be endured until the painful process is done with.

It is not to be denied that the prevailing sensitiveness is producing an extreme caution respecting credits and commitments generally; so that there is no danger from over-trading. But on the other hand it is equally checking production and thereby producing the evils which result from a short supply of products. —*Economist.*

Stone Bridges.

Extract of Report of John B. Jervis, Consulting Engineer on the Pittsburg, Ft. Wayne and Chicago Railway, dated Pittsburg, March 13, 1867:

BRIDGES AND CULVERTS—This branch of improvement is estimated on the basis of renewing all pile bridges, trestle work and timber abutments with stone masonry, either as culverts or by new abutments, where there is not room for arches.

I regard stone as the most suitable material for bridging water courses on a railway. In regard to safety for trains, or durability of structure, there is nothing equal to it. If stone work be well put up, any failure that would hazard trains will be manifest long before danger would attend their movement. It may be added, good stone masonry, resting on foundations well secured, has rarely failed.

Bridging for a railway is exposed to far more severe strains than for other purposes, and even stone masonry may ultimately yield under the continued action of heavy trains moving at rapid speed. When a heavy body of earth forms a medium between the track and the masonry, it will modify this action, and, in some cases, when this intermediate body of earth is large, as it often is over culverts, the effect may not be appreciable. But on arch bridges, with not more than three or four feet of covering, there should be reasonable care, as to speed, in passing over them. This will appear reasonable, when it is con-

sidered that a heavy train, moving at a rapid speed, causes a sensible jar on solid earth. It should, therefore, be a rule that all large arches should be passed at moderate speed. It is, however, more important to adopt caution as to speed of trains on timber or iron superstructures, especially of long span.

Where good stone may be had for culverts or stone bridges, it is, in many situations, the most economical as well as the most permanent kind of work. This may appear paradoxical, as to expense, but it is so only in cases where timber is used for abutments, a material not to be justified for such purpose except in cases of extreme necessity. If abutments are built of stone, they must be made sufficient to act as retaining walls for the road embankment, and when these are high, the abutments contain more masonry than would be required for an arch bridge or culvert. To illustrate this view, I will mention two points that will readily be recollected, namely: the bridge at Columbia City and the one at Lima. These required each two arches of thirty-five feet span. The height required for abutments for a timber superstructure was about twenty-eight feet. To build the two abutments, and put on a Howe truss superstructure, was found, by computation, to cost about the same as the stone bridge with two thirty-five feet arches. Of course, these comparisons vary very much under different circumstances, depending on the height of embankment and width required for water-way. It may be assumed, however, that in all cases where there is sufficient room for arching, and a waterway of not exceeding forty feet in width is required, stone arches will be cheaper than stone abutments and timber superstructure. This is applicable only to situations where there is no abutment of stone built, or if built of stone, that require renewal.

BEAVER RIVER BRIDGE—This is now a truss bridge of five spans, making a total length of seven hundred and twelve feet, including piers. It rests on two abutments and four piers of stone. It is what is termed a deck bridge, and, of course, the piers are not as high as would be required to place the track on the lower chord. It is a single track bridge. If the line of railway was a proper one to be maintained, it would be necessary to examine how far the old work could be adapted to enlargement for a second tract, that must soon be provided for at this place. But I regard the present line as inadmissible—that is, there is nothing that can be gained in the present bridge, in providing for a second tract, that is equivalent to the disadvantage of the present line. A suitable line requires to cross the river north of the present bridge, and a new structure is therefore proposed. For this purpose, two lines have been proposed: one, by a straight line from the east side of the river to a curve at a point in the present line on the west side of the river; another line, crossing the river between the present bridge and the line above described. This also crosses from the east side by a straight line, and entering the present line on the west side, at the same point, by a curve of three degrees (3°), 1,900 feet radius.

The first has the advantage of being, in itself, considered the best line as to direction, with the objection of crossing the river quite diagonally. The second line has some disadvantage as to direction, but this is not such as to weigh, in my judgment, with the superiority it has in a more direct crossing, or by a line more nearly at right angles with the river. The height of this bridge is about fifty

feet above the river bed, affording ample room for stone arches of sixty feet span, of which it will require ten. The bed of the river is solid rock. The water is shallow, and a good foundation may readily be made. I regard the situation as well adapted to a stone arch bridge, especially as a new structure must be erected. A bridge with stone abutments and piers, with a superstructure of iron, would cost something less, but I regard the superiority of substantial masonry as well worth even a larger difference in cost than will accrue in this case, and I have no hesitation in proposing a stone structure. It is not probable this can be erected in time for the second tract wanted at this place, and it will be necessary to use, for a time, the old bridge, by running the tracts together by means of crossing frogs, as it is sometimes done on bridges. This bridge cannot be constructed in less than two years.

SANDUSKY BRIDGE—This is a deck bridge of about two hundred feet, in two spans. The abutments and piers are stone, as before observed. The masonry, more particularly the east abutment, shows signs of failure. It is not probable the masonry will stand many years, and considerable repairs should be made the current year on the east abutment to render it secure. By repair, this work may be made to stand a number of years, but it must ultimately be renewed. When this time arrives, I propose a stone bridge with four arches, each fifty feet span. The height above the river is about forty feet, so there is ample room for such a structure. I recommend, in view of the ultimate works, that so much of the east abutment as may be required for an arch bridge, be put down in front of the present abutment, as may be necessary to resist its tendency to bulge out toward the river.

RAILROADS OF MAINE—In 1860 the aggregate cost of 472 miles of railroad lying wholly within this state was \$16,576,385. In 1866 the mileage had increased to 509, costing \$8,498,822, or an average of \$36.315 per mile. To these it would be fair to add the Portland and Montreal line, from New Hampshire state line to Island Pond, a distance of 71 miles, built entirely by the capital of Maine, and costing an additional sum of \$3,606,023—making the aggregate length 580 miles, and the aggregate cost \$12,104,845. The following is a list of new enterprises now in progress:

European and North American (Bangor to St. John).....	194
Piscataquis (Bangor to Dover).....	36
Winterport (Bangor to Winterport).....	13
Belfast and Moosehead (Belfast to Newport).....	35
Newport and Dexter.....	15
Somerset (Waterville to Solon).....	28
Knox and Lincoln (Bath to Rockland).....	45
Maine Central Extension (Danville to Portland).....	28
Portland and Rochester (Saco River to New Hampshire line).....	28
Portland and Ogdensburg (Buxton to State Line).....	36

THE MORRISON'S COVE RAILROAD is to be commenced either at Hollidaysburg or Newry; thence through the Gap in Dunning's Mountain, in which the iron works are; thence into Morrison's Cove, and running near the Bloomfield iron ore banks, to Pattonsville, in Bedford county. The capital is to be \$200,000.

The Bessemer Process at Troy.

A large number of prominent gentlemen connected with the railway interest and the iron manufacture visited the Bessemer Works of Messrs. Winslow & Griswold, at Troy, N. Y., by invitation, to witness the converting of iron into steel by the pneumatic process. Messrs. Winslow & Griswold have recently erected large and commodious works, and have now two five ton Converters in active use, and now turn out from forty to fifty tons of steel cast in ingots, daily. The Works contain one large Cupola or reverberatory furnace for melting the iron, two Converters into which the pig metal is run to be decarburized by the blast; two small furnaces for melting the spiegeleisen, a large blowing engine for compressing the air and forcing it through the molten metal while in the converter; ladles for filling the Converter and the ingot moulds and an admirable arrangement of hydraulic lifts and cranes, that enables the heavy machinery and metal to be handled as easily as one can wind up a watch. Those who were in attendance first saw laborers with barrows of pig iron, wheeling it to a platform, which was then raised by the hydraulic lift to the second story, where the Cupola furnace was fed. As fast as the iron was melted it was run off into a ladle, the time occupied in melting a charge of five tons being about two hours. When the ladle was full, it was lifted into position, and the metal run through a spout into the Converter, which had in the meantime been heated to nearly a red heat. The Converter is an egg-shaped vessel hung in the centre, and capable of being tipped at any angle, either to receive the metal, or clear it of the fuel used in heating. After the molten iron is run into the Converter, the air is forced through the mass by means of the powerful blowing engine. This operation lasts from fifteen to twenty minutes, and then the Converter is tipped partly over to receive the charge of spiegeleisen which has been prepared in the furnace already alluded to. The Converter is then tipped over, and the full contents discharged into a ladle used for filling the ingot moulds. The moulds are arranged in a semi-circle, the ladle, carried along by the hydraulic crane, fills each in its turn until the charge is exhausted. Very soon the shackles are knocked from the moulds, and the ingots at red heat lifted upon trucks and run out of doors; and so the process goes on, day and night, each charge occupying about two and one half hours. We have described only what meets the eye of the casual visitor, and perhaps that is all that may be said of it. for the process in itself is very simple and plain, requiring, after the works are once completed, no great amount of especial talent to run them successfully. A fair degree of judgment and practice is all that is required. It requires but little manual labor; the wear and tear of machinery is small compared with that in producing puddled bars, and the average loss of iron from the conversion into steel is only about sixteen per cent. These facts will tend to give the value of the process more emphasis in the minds of manufacturers, and lead to its rapid adoption throughout the whole country. There are already three establishments using this process, and three others fitting up for it, and the almost universal demand for steel rails and other articles in railway machinery will give full employment for all that go into the manufacture for some years to come. In many of the pneumatic steel establishments in Europe, the iron for the converters is taken directly from the blast

furnaces, thus saving the fuel for reheating the pig iron, and another great saving in rail mills could be made by taking the ingots while hot directly to the rolls. The ingots can never be, at least internally, in so good condition for rolling into rails as when first cast, and with the rolling mill and the converting mill contiguous at Troy, rails might be made ready for the track in four hours from the time the pig-iron goes into the cupola furnace. All these things will come in good time, however, and we shall probably soon find our larger rail establishments taking the metal directly from the blast furnace to the converter and from thence to the rolls.—*Railway Times.*

The Progress of the Cast-Steel Manufacture.

It is but a few years since the use of steel was limited to the manufacture of few articles, and those mostly of small size such as cutlery, tools, dies, springs, and small rolls for jewelers and silversmiths and other trades; but the art of steel-making has so far progressed that there can hardly be said to be a limit to the size of the articles into which it can be made, for we have now steel railway axles, steel tires for locomotive driving wheels, steel rails, steel boilers, steel ships, steel ordnance of nearly the largest caliber, and steel shafts for the heaviest marine engines.

The most successful as well as the most extensive manufacturer of cast steel in large masses is unquestionably Fried. Krupp, of Essen, Prussia, and moreover it is not only for the largeness of the masses which he produces and the immense magnitude of his business that he is celebrated, but for the uniformly homogeneous and excellent character of the steel which he manufactures, and the suitability of the quality to the purpose intended, different grades being manufactured at the works at Essen for the various purposes for which steel is required. There are, however, certain branches of the manufacture in which Herr Krupp may be said to stand alone, more especially the fabrication of tires for locomotive driving wheels, large cannon, and heavy engine shafts.

Herr Krupp is the son of a steel manufacturer of some renown in his day, and having lost his father in his youth, he commenced business on his own account at an early age. Up to about the year 1847 his principal business in cast steel was making plater's rolls and rolls for the mint and all the machinery for operating the same. His machinery for making spoons, forks, ladles, and such like utensils was celebrated in Paris, Birmingham, Vienna, Berlin, and St. Petersburg, and in fact all over Europe. His first steel cannon was made in 1847 and sent to Berlin. This gun was a three-pounder with a bore of 2 86 inches and intended for a charge of 1.25 pounds of powder. It weighed in the ingot 630 pounds, but when bored and turned weighed 329 pounds. It was fitted with a chemise or jacket of cast iron weighing 261 pounds. In 1849 it was subjected to very severe proof; having been first fired with two hundred ordinary charges as rapidly as possible, it was afterward fired nineteen times with increased charges of shot with the ordinary charge of 1.25 pounds of powder, the nineteenth charge having been fifteen balls and the gun having been filled up to the muzzle with fourteen hay-wads. After this the charge of powder was increased until on the twenty-sixth fire, with a charge of 10 pounds of powder (being eight times the ordinary charge), three shots and two hay-wads, the gun was burst. Cast steel guns of larger

caliber, up to 13 inches, made subsequently by Herr Krupp, have stood equally severe tests, and though some have been burst, it might be said intentionally, there is no record of any one of the many he has supplied to various European governments having been burst in service or under any ordinary proof.

Up to the year 1851 Herr Krupp had made but one cast steel locomotive driving-wheel tire, but from that time the manufacture of these tires has progressed, so that they are now used on the railways of almost all European countries and quite extensively in the United States; and to England, where the manufacture of cast steel has been supposed to have reached the highest degree of perfection, there are sent large numbers of Krupp's tires.

Krupp's steel is all crucible steel, and the same steel of which his tires and railway bars are made can be used for any purpose in the smith's shop.—*Artisan.*

MILWAUKEE AND ST. PAUL RAILROAD.—The President of the Milwaukee and St. Paul road, in a recent circular, makes the following statement:

The Directors were authorized, by the articles of association, to purchase the Milwaukee and Prairie du Chien Railway, which authority they have exercised to the extent of over \$5,000,000. That Company now owns 235 miles of railroad absolutely, and 145 miles (exclusive of 85 miles in process of construction) subject to certain liens, in all, when finished, 465 miles.

Its property is represented by

First Mortgage bonds.....	\$390,500
First Preferred stock, 8 per ct.....	3,201,296
Second Preferred stock, 7 per ct.....	1,996,800
Common stock.....	4,634,500

\$10,223,096

Add liens to which a portion is subject.....2,247,500

Of this capital the St. Paul Company now owns \$5,325,950, most of which is the common stock. At a recent meeting of the Prairie du Chien preferred shareholders, a Committee was appointed to adjust and settle all difficulties; that Committee propose that the Prairie du Chien Railway should be sold absolutely to the St. Paul Company, the latter Company giving purchase money mortgage therefor, to the amount of \$5,000,000; or, say to the amount of mortgage bonds and of the First and Second Preferred stocks and the floating debt; of which \$5,000,000, \$3,684,000 is to be a first mortgage of eight per cent, and \$1,316,000 a second mortgage at 7 3-10 per cent. By this method, the Prairie du Chien Preferred stockholder gets a St. Paul bond secured by mortgage on the Prairie du Chien line of road, and the First Preferred Prairie du Chien waive their present right to participate in any excess of net earnings over 8 per cent; the Second Preferred shareholder gets three-tenths of 1 per cent. more interest per annum, and his bonds being convertible into St. Paul Preferred stock, retains his right to participate in net earnings in excess of 7 per cent., and the St. Paul Company get a clear and undisputed title to the Prairie du Chien Railway, and all its securities changed into those of the St. Paul Company.

EXPANSION OF RAILROAD TRACTS.—The accumulated expansion of the rails in a line of railroad 500 miles long would amount, at the highest summer temperature, to nearly one-fourth of a mile as compared with the length of the same rails during the coldest weather of winter.

Railroad to the Pacific.

Several recent occurrences have tended to give additional importance to the subject of Railroad communication with the Pacific Coast; such, for instance, as the late acquisition of Russian America, the beginning of an important trade with Japan and China; the extraordinary shipment of breadstuffs from Pacific ports to supplement our own scanty harvests; the prospects of an Indian war; and finally, the maintenance of that steady outflow of a hundred millions a year of precious metals. All these call for a better means of transit between the opposite shores of this country. All that keeps the half or three-quarters of a million of people on the Pacific slope from a rapid increase of strength and wealth is the want of freer and cheaper means of access. At present they are more completely shut off from their Eastern homes than are persons living in the center of Europe. A tedious ocean voyage through the tropics, transshipment across a foreign isthmus, and a costly and crowded sojourn on board a steamship, combine to keep back population and capital from this promising region and thus repress its natural growth.

These drawbacks are soon to be mitigated, or altogether banished, by the completion of the Pacific Railroad, now building from both directions under the management of two powerful companies. The agricultural, pastoral, and horticultural capabilities of California are uniformly described as so remarkable that a vigorous population and trade must inevitably spring up between those States and the adjacent Territories, as well as the ports on the Pacific and Indian oceans. The production of minerals will also be considerably stimulated as well as cheapened by the same agency.

From time to time we are advised of the shipment of large quantities of breadstuffs from San Francisco for this port, and flour of Oregon production is being consumed among our own wheat fields, which must have twice crossed the equator in a sea voyage of nearly 18,000 miles. Of the wheat crop of 1866, the following has been shipped from California—the greater portion of it to Great Britain:

Wheat, in 100 lb sacks, lb.....	2,825,394
Flour, bbls.....	294,286

Nor is this all: the wool, hides, and wines of Pacific growth are found here in large quantities; but these figures will give some idea of what may be expected when railroad intercourse shall have put those States more nearly upon an equal footing with older States.

Even with the liberality of Congress in extending to the two powerful corporations who have undertaken its construction, the line will be built not one day too soon. Already, the Government interest—postal, military, and mining—demand the aid of the steam horse and the iron road. On the eastern end of the line the Union Pacific Company is career along finely, putting down ten miles of track per week over the flat prairie. By autumn it is thought the outlying hills of the Rocky Mountain Range will be reached, when the same pace can hardly be kept up; but this year will find us with a continuous completed line of 500 miles westward of the Missouri, or about two thirds the distance between New York and San Francisco. Lying as it does in the path of the westward movement of population, a chain of great cities must spring up in its

course, and an active settlement spread out from its line.

The progress of this stupendous enterprise at both ends is gratifying. Although the advance is greater on the Eastern portion, when measured in miles, the amount of resistance overcome by the Company in California is relatively the greatest. The only considerable obstacle in the path of the Western Company was the Sierra Nevada range, which had to be crossed at an altitude of about 7,000 feet above the sea level. This has been so far overcome as to leave no doubt about its entire completion within the present summer. In November last, 94 miles had been laid, overcoming nearly 6,000 of the 7,000 feet of ascent; that is, to within eleven miles of the summit; and at this time the rails are laid nearly all the way across the mountain, the passage of the locomotive being temporarily deferred until the completion of a half mile tunnel under the summit, which is two thirds cut out. This will further open up the important trade between San Francisco, and Nevada, and Idaho, which has hitherto struggled hardly by wrong teams over the mountains, at an immense cost to the miners. It will at the same time render the conveniences and comforts of urban life more accessible, and thereby attract that element to the mining regions which has long been wanting. In other words, mining precious metals will have the same stability and steadiness with any other pursuit.

The Central Pacific Company has a large force—upward of 10,000 men—at work, and expects to reach Salt Lake about the same time as the Union Pacific end approaches it from the east. The through connection will, from present indications, be made some time in 1870; after which the Star of Empire can take its way westward with greater ease and speed.—*Tribune*.

GREAT WESTERN (CAN.) RAILWAY.—The total receipts of this company for the last five years have amounted to £3,134,190, while the expenditures, including renewals, reached to £2,830,620, leaving a net revenue of £803,570, indicating an average of £160,714 per annum. The following table shows the gross earnings and operating expenses during this period:

	Gross earnings.	Operating expenses.	Nett income.
1862-3.....	£155,342	£43,535	£111,807
1863-4.....	594,761	437,904	156,757
1864-5.....	637,668	452,917	184,751
1865-6.....	671,804	519,525	152,279
1866-7.....	674,675	481,919	192,756

The amount of loss on American currency has been very heavy. In the last half year it was £61,828, and for the five years £290,384, a larger sum than the nett income of any of the years in which it was made.

The percentage of working expenses, not including cost of renewals, has been as follows: In the first half of the year: 77.26; 63.59; 59.62; 64.57, and 63.29, and—in the last of the year: 59.68; 57.11; 59.68; 55.25 and 57.49.

"The Reciprocity Treaty with the United States ended in March, 1866. The full result of its appeal has, however, been more apparent in the last half year, and while the local traffic has kept up in a very satisfactory manner, the interchange of traffic between Canada and the United States has suffered. Much of the traffic of Canada which used to pass into the United States, is now turned to the maritime provinces, and this diversion will largely increase now that confederation

makes all the provinces one country. In the process of transition a less profit on the work done has, however, been earned: the traffic obtained having for the time been of less valuable character. So vast a change must necessarily bring temporary loss and disturbance, which time only can remedy and repay."

QUICKSILVER MINING.—California now produces more quicksilver than all the rest of the world; if we may trust the statistics embodied in the recent report of the "New Almaden" company. The total production of the quicksilver mines of the world for 1866 is there given as 85,534 flasks, and the accumulated supply in the different markets of the world is estimated to be about 120,000 flasks. The largest contributor to the total for 1866 is the "New Almaden," 36,159; next the Almaden, in Spain, 32,400; then the "Idria" in Austria, 7,225, and the "New Idria," Cal., 6,045, with three smaller California mines, making up a total of 45,909 flasks American, 39,625 foreign. The Santa Barbara mine, in Peru, is nearly abandoned. It does not appear that any considerable part of this increase is wanted as yet by mankind, for, though serving to lower the price to \$30 per flask, very little of it has been absorbed by increased demand, and the present rate of supply is said to be at least double the wants of the world. The direct cost of producing the New Almaden article is about \$16.50 per flask. There is, therefore, probability of a further great reduction in the price, which may possibly bring the increased supply into more extended uses.

How emigration is affecting the population of Ireland is painfully shown in the census returns of the last twenty years. In 1841, the population of Ireland was 8,175,124; in 1851 it was 5,764,542. Thus nearly two and a half millions of souls have been dropped from the rolls of the Irish nation within a period of twenty years, and there are no indications yet that the process of depletion is to cease. It is literally the life-blood of a nation that is pouring out, and for several years past the emigrants have been made up from the ranks of the more industrious of the farming classes, those who had comfortable cottages and little farms, and not, as at first, from those who were rather a burden than a benefit to the Government.

BALTIMORE AND OHIO RAILROAD.—This company is at present running six daily passenger trains between the east and west, making close connection with trains from other termini. We learn that the double track, that has been in course of construction for many months past, is now practically completed between Baltimore and Cumberland, a distance of nearly two hundred miles, while the work beyond that point is continued steadily. With that portion now in use, the operations of the company, especially with regard to freights, are being greatly facilitated, and afford superior advantages to shippers.

The Natchitoches, La., *Times* says that the funds for the building of a railroad from that place to Rouquier's Point have been subscribed in New Orleans.

MONETARY AND COMMERCIAL.

The demand for loans at the discount houses does not materially differ in character or amount from what it did a week ago. On good, well known paper, no difficulty would be experienced in obtaining any reasonable amount of money for legitimate purposes. Balances, however, are reported as being closely drawn, while the supply of currency, although not large, is maintained by good collection returns.

In general business there is nothing new to report; the dullness that has prevailed for some time still continues, the demand for goods being entirely confined to merely sorting up in the most limited and economical manner. We cannot but regard this as a healthy sign, and indicative not only of the prudence of traders and consumers, but also of their determination not to go in debt for what they can do without. The producers of the country, although they obtained high prices for their produce, yet, on account of the large decrease in their surplus, have but little available means at their disposal. These facts, however, we have so often pointed out that it is scarcely necessary to refer to them. But little improvement in the demand for goods can be reasonably expected until the ingathering and disposal of at least a portion of the growing crops, all of which, with perhaps the exception of corn, and even for this there is yet no ground for apprehension, are very promising.

The papers are again discussing the financial policy of Secretary McCollough, relative to contraction, specie payments, etc. The less some of them, however, say about it the better, especially those who have advocated every side of the whole question. We have a good deal of confidence in the honest purposes of the Secretary; and, although he may at times err, yet we believe that he will not knowingly inaugurate a policy intended to bring ruin on the whole country. There is one peculiar feature about the position of the Secretary—he has generally dared to differ from the leading papers of his party.

The supply of exchange is fair, with a light demand, and rates are without noticeable change. The regular quotations are as follows:

	Buying.	Selling.
New York.....	par@25 prem.	1-10 p. em.
Philadelphia.....	par@25 prem.	1-10 prem.
Boston.....	par@25 prem.	1-10 prem.
Gold.....	137	137½@138
Silver.....	128@130	131@132

The fluctuations of the gold market for the week have been as follows:

	Opening.	Highest.	Lowest.	Closing.
May 23.....	138¾	138¾	138½	138¾
" 24.....	138¾	138¾	137½	137½
" 25.....	137½	137½	137	137½
" 27.....	137½	137½	136¾	137
" 28.....	136¾	137½	136¾	136¾
" 29.....	137½	137½	137½	137½

The following from the *Tribune* of Tuesday, shows the condition and spirit of the New York markets:

Money is 6 per cent on call, and this rate is paid freely upon Governments. In commercial paper no change.

Government stocks are in demand at quotations. Border State stocks are steady at 63½ for new Tennesseees, and 97½@97½ for Missouri 6s. In Railway bonds little doing. The miscellaneous list is dull and neglected. The general share list is unsettled. Erie, North-West, Fort Wayne and Reading were specially active. After the call prices were a shade firmer, and at the Second Board quotations were fairly sustained, but there was no strong buying. The earnings of railroads for the third week in May are unfavorable, but are quite as good as anything to be expected in the next three months. The following are the closing prices: N. Y. Central, 98@98½; Erie, 58½@59; Reading, 102½@103; Michigan Southern, 56½@66½; Cleveland and Pittsburgh, 73½@74; Rock Island, 87½@87½; North Western, 31½@32; do. Preferred, 57½@57½; Fort Wayne, 95½@95½.

THE INDIANS IN NEW YORK.—The New York *Evening Post* says the different reservations occupied by the remnants of ancient Indian tribes are as follows:

Reservations.	Acres.	Numbers.
Shinnecock, L. I.....	630	147
St. Regis, Franklin Co.....	14,000	426
Tuscarora, Niagara Co.....	6,247	370
Chattaraugus, Chautauqua Co.....	10,206	1,347
Allegheny, Cattaraugus Co.....	10,753	825
Tonawanda, Genesee Co.....	2,000	509
Oneida, Oneida Co.....	250	155
Onondaga, Onondaga Co.....	509	474

The New York Indians in 1845 numbered 3,753; in 1855 they were 3,934; in 1865 they had increased to 4,137; a gain of 386, or a trifle over ten per cent. in twenty years. From 1845 to 1865 the number of schools increased from 14 to 25; of scholars, from 462 to 866; of churches, from 5 to 14; of cultivated acres, from 13,851 to 15,398; stock in value, from \$93,434 to \$138,997; improvements in value, from \$34,973 to \$40,521. The number of marriages decreased from 36 in 1844, to 17 in 1854, and 3 in 1864. The value of the lands is \$499,448. The *Post* urges that the error of our treatment of the Indians has been dealing with them as tribes instead of individuals. It says: "Our common sense has taught us to invite and encourage every man to be a voter and a landholder, as the surest means of making him a man. We allow the Indian man to be neither a landowner nor a voter, and then wonder that he remains an Indian." It suggests that the Constitutional Convention set the example of treating the Indians upon the simple footing of their manhood, by substituting for Art. 1, Sec. 16 of the Constitution, a proviso to the effect that "all persons born in this State are citizens thereof, and it shall be the duty of the Legislature to pass laws by which all lands held in tribal ownership shall be justly divided to individual owners."

A SINGULAR railroad accident occurred at Saybrook, Conn., recently. In the morning a watchman, whose duty it was to build fires under the engines, thought he would run one of the engines a short distance out of the engine house. In front of the engine house there is a down grade leading directly to the river. The watchman started the engine, and it ran so much faster than he expected that he became frightened. Not knowing how to shut off the valve to reverse the engine, he jumped off, and the engine plunged into the river.

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Offers to Railroad Companies and Car Builders, their

Cork Springs,

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By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6½ " " 35 " "	
3, 8 " " 11 " " 36 " "	
4, 8 " " 9 " " 35 " "	
5, 7½ " " 6½ " " 30 " "	
6, 10 " " 8 " " 40 " "	
7, 7½ " " 8 " " 35 " "	

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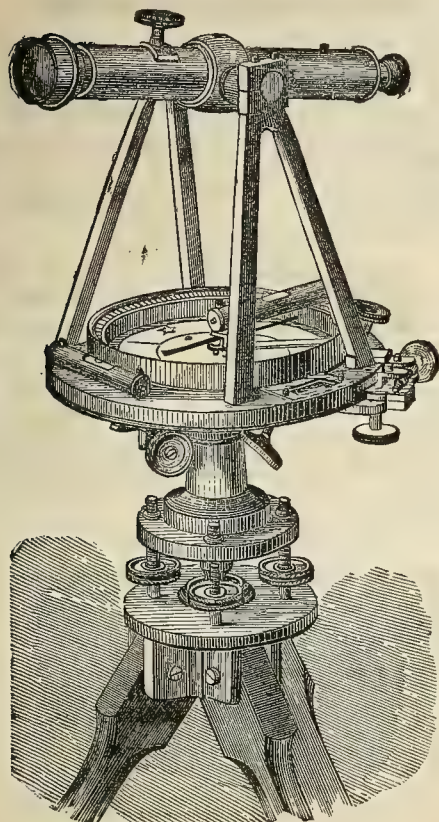
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This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets $2\frac{3}{4}$ inches in width, and under. For Tickets over $2\frac{3}{4}$ inches in width.

SIZE NO.	NO. OF FORMS.	PRICES.	SIZE NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

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D. McLAREN, Gen'l Sup't, A. & G. W. R'y, Cincinnati
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Arrive DAYTON	7.20 "
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" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLON	11.40 "
Leave	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.32 "
" GREENVILLE	7.20 "
" MEA VILLE	8.35 "
Leave	9.00 "
Arrive CORRY	10.53 "
Leave	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.5 "
" NEW YORK	7.0 A. M.
" BOSTON	4.00 P. M.

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for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE
CHECKS,

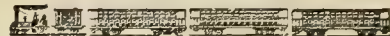
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at north-east corner of Broadway
and Front streets, and at No 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:10 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front to East by Sound Boats or by Rail in the
morninz, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.
State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from East of Liberty street, N. R.)

7:00 a. m. — CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 light

9:00 a. m. — MORNING EXPRESS for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m. — WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 3:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m. — EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m. — EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m. — EXPRESS TRAIN from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m. — FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:22 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m. — WAY TRAIN, from Harrisburg, passing
Reading at 10:41 a. m.; Allentown 12:20 p. m.; Easton at
1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m. — FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 0:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO

ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

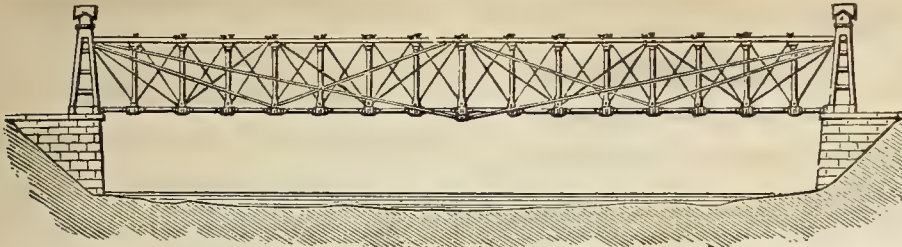
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business or which they may be required, by the use of one, two, three, or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and for the maintenance of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent.
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

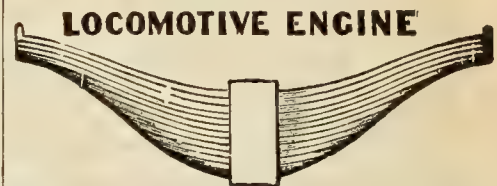
PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE

THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight. All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio River and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg. Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't. Bellare, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill at.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis. Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:36 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President

W. H. L. NOBLE,

General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER

THOS. T. TASKER, JR., S. F. M. TASKER

BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted). 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. Express

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 7.15 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

This is sufficiently hopeful; but we have no idea this expectation will be realized. In fact, we suppose the Omaha Pacific will reach Salt Lake City long before the Cali-

fornia Central does; but we do think it probable, that the whole line should be completed by 1871, or four years from July, 1867. In the meantime, we may be perfectly sure that there will be *three other lines* before many years. 1. The Eastern Division, Kansas Branch, now going up the Lury Hill Fork will probably be allowed by Congress to change its route entirely, proceeding through New Mexico, strike the Colorado river at some navigable point. It is now believed that the Colorado is navigable very high up, and, if so, it is probable that the Kansas Branch may strike the *navigable waters* of the Pacific, before the Central. This, however, is not certain, and parties are now out to ascertain that fact. 2. A Northern Pacific must unquestionably be made at an early day. It must go from near the upper end of Lake Superior to Puget Sound. It is altogether probable, that the road on this route would be much the easiest and cheapest made. 3. The Texas Pacific (of which we formerly said so much in these columns) will, we have no doubt, be made also. In ten years time, the two former, if not the last, will be made.

In regard to the means and prospects of the California Pacific, we take the following statement from the pamphlet of the company:

CONSTRUCTION RESOURCES.

To meet the requirements of so costly an enterprise the people of California have given their faith, their substance and their energy, and this Company has thus far found itself able to keep a large force upon the work, and hopes to largely increase it, now that the chief difficulties which might deter private capital from such an investment has been disposed of. The following is a Schedule of the Company's Resources, upon the Mountain Division (about 150 miles), showing the proportion bearing no interest, and that for which the Company is liable:

CONSTRUCTION RESOURCES.

		Int. Liabilities of Company.
Subscriptions to Capital Stock, (mostly in gold).....	\$3,000,000	
Net earnings, after interest payments, 1865, (gold).....	178,161	
do 1866, ".....	350,503	
do 1867, " estimated on basis of previous year.....	773,636	
Donation City San Francisco, 30 years' bonds.....	400,000	
Donation City Sacramento, 30 acres, including valuable water front, for depots, wharves shops, etc.....	300,000	
U. S. public lands along the line, 2,000,000 acres, mostly in valuable timber, minimum valuation.....	3,000,000	
U. S. Government Bonds, 6 per cent.; interest paid by U. S. 7,336,000		
State Aid Bonds, interest paid by California.....	1,500,000	
Central Pacific Convertible Bonds 7 per cent. (gold), 1864.....	1,500,000	\$105,000
Central Pacific First Mortgage Coupon Bonds, 1865; 6 per cent. interest (gold), payable in New York.....	7,336,000	440,160
Total resources for 156 miles.....	\$26,854,300	Total...\$545,160

It will be seen that only two of these items bear interest for the payment of which the Company is annually chargeable. The whole interest liability upon this schedule will be but \$545,160 in gold, when the whole amount of First Mortgage Bonds to be issued on this sec-

tion of the Road are sold; while its net earnings, by a moderate estimate, will be three or four times that sum.

We close with the following table of the earnings and expenses of this road.

The *New York Financial Chronicle*, a very careful and trustworthy authority, speaks thus of the financial prospects of the Central Pacific on the portion so far as completed.

The officers in charge of the construction of the road are very sanguine that they will be able to complete the railroad over the Sierra Nevada by autumn: hence to a point fifty miles east of the great bend of the Truckee River, a further distance of about 82 miles, 238 miles from Sacramento, during the year 1867; and to Salt Lake, about 675 miles from Sacramento, in three years thereafter, where it is hoped to meet the road being built from the east. The present financial condition of this enterprise is best seen in the following table of earnings from January, 1865, to December, 1866, showing the gradual growth of business as the line has been extended from point to point.

1866.	Operating Expenses.		Net Earnings.
	Gross Earnings.	Operating Expenses.	
January.....	\$25,759 14	\$10,703 19	\$14,955 95
February.....	29,772 13	9,916 47	19,855 66
March.....	44,419 92	12,933 85	31,476 07
April.....	52,993 17	13,013 17	39,980 00
May.....	65,115 83	15,507 64	49,608 19
June.....	67,429 87	16,091 23	51,498 63
July.....	81,756 89	18,807 76	65,888 63
August.....	111,772 35	25,148 32	86,622 03
September.....	114,400 00	25,168 56	89,231 44
October.....	127,005 96	18,554 55	108,511 41
November.....	86,286 96	20,234 55	66,050 41
December.....	55,237 33	22,992 58	32,244 75
Total.....	\$865,016 96	209,133 87	\$655,883 09

This exhibit is very satisfactory, showing the gross receipts for 1866 to have reached \$865,016 in gold, of which two-thirds was net profit. The decrease in the earnings for November and December was owing to the interruptions to traffic by the settling and washing of the new made embankment during the unusually heavy fall and winter rains. Experience upon the completed portion of the road is said to have shown that after the first winter this difficulty is wholly overcome. If we were to take the net earnings for July, August, September and October, (during which time as will be seen from the above statement the road was worked to Alta) as a fair estimate of the probable future receipts on this portion of that road, we will find that on this seventy-three miles the net income would reach over one million dollars a year.

The gross earnings of the Union Pacific Railway, Eastern division, for the month of May, were \$145,000, an increase over April of \$42,000.

TOLEDO, WABASH AND WESTERN RAILROAD.—

This road, like all the railroads of the country, has suffered severely in its income from short crops. The road is 520 miles long, and runs from Toledo out to Quincy, Illinois and Keokuk, Iowa, with a branch to Naples, Illinois.

The amount of capital invested in this road is \$20,000,000, distributed as follows:

Bonds.....	\$13,300,000
Preferred Stock.....	1,000,000
Common Stock.....	5,700,000

The earnings and expenses in 1866 were as follows:

Earnings.....	\$3,717,386
Expenses.....	2,811,186

Net income.....\$906,200

The directors estimate that the loss of the wheat crop along the line last year decreased the traffic \$600,000 at least.

"Otherwise the increase in each and all other branches of traffic upon the road, as compared with past years, has been marked and encouraging. The coal and lumber business especially indicate a remarkable growth, and promise to become one of the most permanent and productive sources of our current revenues. The prospects for a large and prosperous traffic for the incoming year are especially encouraging. The corn crop of the past season acknowledged to be the largest ever harvested upon our line, and of superior quality, remains still in the hands of the producers, or stored at our stations awaiting transportation. The wheat now growing is coming up uniformly thick and heavy, and gives unusual promise of an abundant harvest."

TRIPARTITE TUNNEL IN VIEW.—Science has demonstrated the practicability of building underground avenues of communication. A number of our capitalists have a project under consideration, looking to the construction of a tripartite tunnel from Saw Mill Run to Pittsburgh, Allegheny and Manchester, and the Ohio and Monongahela rivers. Our readers will recollect that a bridge of a tripartite character was contemplated some years ago. The impression now is that a tunnel will not cost more than a bridge, while the advantages are with the former. It will not interfere with navigation, as the contemplated bridge would have done, while it affords the public a convenient means of communication at all times. The practicability of the matter has been determined by scientific men, and from what we can learn, if the parties who have the matter in charge find that the enterprise will pay, an application for a charter will be made to the present Legislature. Our opinion is that it will pay in more ways than one. It will pay the enterprising stockholders, and it will pay property holders on each side of both rivers, and will be the first step toward consummating the grand step in the march of progress—consolidating the contiguous cities and boroughs into one grand corporation. We are heartily in favor of the enterprise.—*Pittsburg Chronicle*.

H. H. Van Dyke, Esq., Assistant Treasurer, and under directions from the Secretary of the Treasury, gives notice that the Compound Interest Notes bearing date June 10, 1864, and payable three years after date, will now be received at his office for redemption.

Erie Railway.

We copy the following very satisfactory report of the Erie Railway from the *American R. R. Journal*. The earnings of this road for the years ending December 31, 1865 and 1866, (including the Buffalo Division,) have been as follows:

	1865.	1866.
From freight...	\$11,926,540 14	\$11,261,641 58
" passengers	4,401,354 36	3,148,290 08
" mails.....	101,352 04	129,455 93
" other sources	32,981 36	57,025 50
	\$16,462,227 90	\$14,596,413 69

Expenses, viz:

Office and station expenses.....	\$1,328,473 41	\$1,396,794 04
Cost of running....	3,508,694 27	3,437,011 08
General expenses.	305,803 00	393,273 54
Repairs of engines and cars.....	2,929,018 22	2,475,597 60
Repairs of track and roadway....	2,811,878 20	2,483,074 30
Repairs of struct's	541,187 23	483,859 88
Incidental expens's	27,200 69	246,745 72
Miscellaneous.....	302,140 22	246,745 72

\$11,754,395 33 \$10,853,140 04

Net earnings... \$4,707,832 57 \$3,743,273 05
Disbursed in 1866 as follows:

Interest on mort. debt.....	\$1,631,073 07
Rents of railroads	567,212 00
" of Long Dock property.....	165,690 00
Internal rev. taxes	300,814 60
Taxes on real estate.....	246,335 07
Interest.....	95,180 84
Hire of cars.....	31,331 11
Liquidation damage to Penn'a. Coal Co	98,005 50

3,135,642 19

Surplus..... \$607,630 86

Add surplus from previous year...1,515,350 21

\$2,122,981 07

Dividend of 4 per cent. on common stock as Jan'y 1, 1866.....\$629,663 80

Dividend of 7 per cent. on prefer'd stock as of Jan. 1, 1867..... 567,304 85

Proportion of loss in operating the Buffalo Division to Dec. 31, 1865, charged to Northern Central Railway Com'y, and credited again on abrogation of contract. 265,131 86

1,462,100 51

To credit of income account, January 1, 1867..... \$660,880 56

Compared with 1865, the gross earnings of 1866, show a decrease of \$1,865,814 81, with a decrease in expenses of \$901,255 29—making the decrease in net earnings, \$964,559 52.

The freight and passenger earnings for the past two years compare as follows:

	1865.	1866.
Freight earnings:		
Through East....	\$4,342,938 30	\$4,176,428 03
" West....	2,695,069 69	2,462,299 94
Way East.....	3,331,025 21	2,928,579 43
" West.....	1,558,406 94	1,694,334 18

Total freight...\$11,926,540 14 \$11,261,641 58

	1865.	1866.
Passenger earnings:		
Through East....	\$510,905 25	\$323,143 64
" West....	886,696 29	592,117 51
Way East.....	1,422,245 64	1,072,214 61
" West.....	1,581,507 18	1,160,814 32

Total passenger...\$4,401,354 36 \$3,248,190 08

—showing a decrease in freight earnings of \$664,898 56, or 5.6 per cent.; and in passenger earnings of \$1,253,064 28, or 28.5 per cent.

The tons of freight moved and passengers carried during the same two years compare as follows:

	1865.	1866.
Through East.....	584,742	513,921
" West.....	255,612	260,270
Way East.....	1,470,723	1,396,627
" West.....	715,389	700,687

Total tons.....3,026,466 2,871,505

	1865.	1866.
Passengers:		
Through East.....	50,932	37,935
" West.....	108,222	79,683
Way East.....	1,136,348	1,086,376
" West.....	1,169,391	1,010,918

Total number.....2,464,893 2,214,912

—showing a decrease in tonnage of 154,961, and in passengers of 249,981.

This decrease in both freight and passenger traffic is attributable to the stoppage of military transportation, consequent on the closing of the retellion, and to the general stagnation of business resulting therefrom. The latter cause can only be temporary in its action. The vast numbers who have for several years been drawn from the fields and workshops have returned to their former avocations, and now, as *producers*, will add to the general wealth of the country, to the restoration of prosperity, and to the activity of business which this road with others must share.

It is gratifying to be able to state that the reduction in working expenses of the road has not been made at the expense of the condition of the road or the efficiency of its equipment.

The introduction of steel rails is effecting a great saving over the ordinary iron rails in general use, and a limited supply for this road will be procured during the coming year.

The total amount expended for construction during the year 1866, was \$1,634,853 65; of this \$76,530 46 was for grading; \$231,382 70 for sidings and switches, and 3d rail on Northern Division, between Elmira and Jefferson; \$573,161 01 for new locomotives and cars; \$64,968 17 for Long Dock Improvements, &c.; \$81,918 57 for new machinery in shops; \$83,573 41 for land (Buffalo Property); \$19,715 for Buffalo, Bradford and Pittsburg Railroad Improvements; \$61,085 06 for discount on sterling bonds; and \$442,519 17 for the construction of hotel, freight and engine houses, depots, etc., on the line of the road.

The following is a comparative statement of the capital stock and funded debt of the company, December 31—

	1865.	1866.
Common Stock.....	\$16,570,100	\$16,574,300
Preferred "	8,535,700	8,536,910

Total capital stock...\$25,105,800 \$25,111,210

First mortgage bonds...	\$3,000,000	\$3,000,000
Second " " ..	4,000,000	4,000,000
Third " " ..	6,000,000	6,000,000
Fourth " " ..	4,441,000	4,441,000
Fifth " " ..	926,500	926,500
Buffalo Branch " ..	186,400	186,400
Sterling " ..	3,816,582	3,875,520
Real estate " ..	500	500

Total funded debt...\$22,370,982 \$22,429,920

Total stock and funded debt.....\$47,476,782 \$47,541,130

This shows an increase in the common capital stock during the year of \$4,200, accounted for by the exchange of 42 shares of the New York and Erie Railroad for common stock, as per act of Legislature, April 11, 1866; and an increase in preferred stock of \$1,210, by the conversion of a convertible bond of 1875, into 12 1-10 shares of preferred stock. The funded debt also shows an increase of \$58,937 81, produced by the closing up and averaging of the sterling bonds.

The \$3,000,000 first mortgage bonds of the company mature and become payable on the 1st of July next. Proposals have already been invited for their extension for a period of thirty years at seven per cent per annum—authority being given to the company, by a statute of the State of New York to extend any and all of its bonds in the order of their respective priorities. The bonds being a first mortgage on the entire property of the company, must be regarded as a very desirable investment, and the company will undoubtedly be able to negotiate for their extension on advantageous terms. In conclusion the President, in his report, says:

From the foregoing statements and exhibits it will be seen that the road was never in a better condition to transact with economy and despatch the business that may be offered it, and although the net results of the past year have fallen short of the expectations of the board, yet that result is mainly attributable to certain causes which will be inoperative in the future—prominent among these may be named the fact of a suspension of the transportation of coal for the Pennsylvania Coal Company for the period of three months and a half, resulting not only in the loss of the profits due to that business, but also involving this company in a penalty of upwards of ninety-eight thousand dollars, as the liquidated damages for non-compliance with the contract between the two companies. This contract has been modified and arranged to the mutual satisfaction of both parties—the amount to be transported yearly in the future will be much greater than heretofore, with no fears of further interruption to the business. The ruinous competition between competing lines during the first six months of the year has also seriously lessened the aggregate profits of the year; it is a source of satisfaction, however, to add that for several months past, these lines have been acting harmoniously together, with a determination to maintain compensating rates, which we have good reasons to hope will be continued, and which expectations, if realized, will assure profitable returns for the future. The heavy Government and local taxes have been a serious drain on the revenues of the company, but by the amendments of the internal revenue laws, a material reduction has been made to railroad companies on the tax of manufactured articles, whilst the tax on freight receipts has been entirely removed—the latter item alone, effecting an annual saving to this company of two hundred and fifty or three hundred thousand dollars. The dilapidated condition of

the Buffalo Branch and its equipment at the time they came into the possession of this company, was such as to involve serious outlays in bringing them into suitable efficiency. Within the last three years upwards of one million of dollars have been expended upon them for extraordinary repairs, which have been charged to ordinary operating expenses. They are now in as good condition as the main line with its rolling stock, and will hereafter be operated at moderate expense. The reduction in the prices of many articles of supplies which enter largely into use in the operations of the road, particularly fuel, will tend materially in the future to lessen expenses.

Many other reasons might be assigned to justify the hope that the depressing influences against which the road has had to struggle are passing away, and that a bright future awaits it. This brief review of its condition and capacity, affords the best of evidence of its ability for the economical and satisfactory transaction of freight business, whilst the inducements offered to the traveling community by its splendid and luxurious equipment, cannot fail to secure a fair share of the business offering, and lead the company to confidently expect to be able at the close of the coming year to present to the stockholders a report which will be, in all respects, satisfactory.

The whole number of miles of road operated by the company, is 784, being 23 miles less than the previous year. This difference is caused by the addition of the Buffalo, Bradford and Pittsburg Branch, 25½ miles long, and by the relinquishment to the Northern Central Railroad Company of the Canandaigua Branch, 48½ miles long.

The equipment of the road consists of 371 locomotive engines and tenders; 180 passenger cars, 454 emigrant, baggage and caboose cars; 3,023 box freight, cattle, milk and oil cars; 1,332 flat freight cars; 991 coal cars, and 25 wood cars. Miles run by engines, 7,109,139. Cost of renewals and repairs, \$1,057,309 26. Cost per mile run, 14.87 cents.

BALANCES OF GENERAL LEDGER.

Cost of road and equipment....\$48,885,738 73
Hawley Branch..... 236,946 99
\$49,122,685 72

Cash and cash items
on hand.....\$994,150 73
Long Dock Com'y... 280,488 51
Buffalo, Bradford &
Pittsburg R.R. Co. 60,073 09
Twenty-third street
property..... 32,425 24
Acct's receivable.. 1,187,416 21
2,554,553 78

Materials on hand.\$1,759,485 18
Fuel on hand..... 847,009 81
2,606,494 99
Niagara Bridge stock..... 4,140 00
\$54,287,874 49

Capital stock—
Preferred stock\$8,536,910 00
Common "16,574,300 00
\$25,111,210 00

Funded debt (\$22,429,920,) viz:

First mortgage bonds, due 1867...\$3,000,000 00
Second " " 1879... 4,000,000 00
Third " " 1883... 6,000,000 00
Fourth " " 1880... 4,441,000 00
Fifth " " 1878... 926,500 00
Buffalo Branch " 1891... 186,400 00
Sterling bonds, due 1895..... 3,875,520 00

Real estate bonds..... 500 00
Accounts payable.\$4,894,452 04
Accrued interest
on bonds not yet
due..... 624,107 04
Dividend due Jan.
21, 1867..... 567,304 85
Balance of "income
account"..... 660,880 56
6,746,744 49
\$54,287,874 49

President.—ROBERT H. BERDELL.

Vice President.—AL. XANDER S. DIVEN.

Directors.—John Arnot, Robert H. Berdell,

D. A. Cushman, J. C. Brancroft Davis, Alexander S. Diven, Daniel Drew, William Evens, Thomas W. Gale, Dudley S. Gregory, Jas. F. D. Lanier, Frederick A. Lane, Samuel Marsh, Ambrose S. Murray, Isaac N. Phelps, Henry L. Pierson, Franklin F. Randolph, and Wm. B. Skidmore.

Secretary.—HORATIO N. OTIS.

Treasurer.—E. W. BROWN.

Gen'l Sup't.—HUGH RIDDLE.

OHIO AND MISSISSIPPI RAILROAD.—The operating accounts of the Ohio and Mississippi Railroad for the two years, 1865 and 1866, as given by the Auditor, compare as follows:

	Earnings 1866.	Earnings 1865.	—Difference— Increase. Decrease.
Passenger's.	1,615,596 43	2,149,992 82	\$ 534,396 39
Freight	1,381,476 1	1,458,557 43	122,918 67
Exp. & mail	183,510 97	184,455 20	944 23
Total	3,380,583 50	3,793,005 45	412,421 95
Ord'y Exp.	2,929,536 28	2,772,897 45	156,638 83
Net earn'gs.	451,047 22	1,020,108 00	569,060 78

The comparative earnings of the year 1865 and 1866 shows a decrease on the whole line of \$412,421 95. The military transportation for 1866 included in earnings was comparatively a small sum, amounting only to \$89,813 74, which in 1865 reached 409,450 51, making a difference in favor of 1865 of \$319,636 77, and showing that the regular business for 1866 was but a small sum less than for the previous year. And but for the prevalence of cholera in Cincinnati and St. Louis from July to December, and the unfortunate disasters to the road by floods, subjecting the Company to the loss of the important bridge over the Miami, seriously interfering with the heavy fall business from which the largest half of the year's revenue is derived, the regular business of the road would have been larger than that of 1865. The disasters referred to added largely to ordinary and extraordinary expenses by the increase of labor and material required to put and keep it in order.

Included in the expenses for 1866 is the cost of 6,013½ tons of iron renewed on the E. D., and 2,689½ tons on the W. D.; besides 63,740 and 56,105 ties laid in the divisions respectively within the year. These, with the cost of washers, track bolts, chairs and spikes, and the increased cost of running the trains over the Indianapolis and Cincinnati Railroad from North Bend to Lawrenceburg, incident to the loss of the bridge over the Miami, makes a total of \$565,565 70, swelling the expenses that amount. There is also included in the expenses the cost of road, coals and cross-ties on hand January 1, 1867, \$133,200 20.

New Railroad Connection with the Pennsylvania Coal Regions.

The opening of the Wyoming extension of the Lehigh Valley Railroad, from Mauch Chunk to Wilkesbarre, was celebrated on Wednesday by a very pleasant excursion party, made up principally of New Yorkers and Philadelphians. The completion of this work is a matter of no inconsiderable importance to New York, as well as to the region through which the railroad passes, as it largely increases the facilities for the transportation of the vast supplies of coal mined in that region, and for which hitherto no adequate outlet has existed. Considering the length of time that the existence of coal in the mountains along the Lehigh River and in the Wyoming Valley has been known, and the ease and comparatively small expense with which it can be mined, it seems strange that the completion of this road should have been delayed so long. Coal was first used, in the Wyoming Valley, exactly one hundred years ago, by a blacksmith, whose method of mining was exceedingly primitive; and since then the production has been limited only by the means of getting it to market. Up to a very recent period the canal and the slack water of the Lehigh River afforded the only means of bringing the coal of that region to New York, involving the great expense of getting it over the mountains and down to the head of the canal by inclined planes. Within the present year the Navigation Company have completed a railroad through the valley, and across the mountains into the Wyoming Valley; and now the Lehigh Valley Railroad Company have extended their line to the same point. The two roads run side by side nearly the whole distance, now on one side of the river and now on the other, crossing the mountains by a series of very bold grades, in many instances reaching ninety-six feet to the mile. The difficulties in the way of the construction of these roads were very great, and the cost was immense; but engineering skill overcame the former, and so enormous is the coal-carrying trade, at present as well as in prospect, that there is little doubt that both roads will be required to meet it.

These roads run through one of the most beautiful and picturesque valleys of the country. It is narrow, winding, and shut in by high hills and mountains, that afford some of the finest views to be found within a day's ride of New York. From Mauch Chunk to the summit of the mountains the scenery is equal to any portion of the Rhine; though the ruined castles and picturesque hamlets of the romantic German river are poorly replaced by the saw-mills, blast-furnaces, factories, and unromantic villages of the Lehigh. From the summit, and for some distance down the grades on the other side, the views of the Wyoming Valley are extended and beautiful, affording pleasant glimpses of the Susquehanna, and of numerous villages, which always look charming from a distance. Few railroad routes, indeed, present greater attractions as to scenery than that through the Lehigh Valley, and fortunately the scenery is too bold to be materially injured by the progress of manufacturing interests.

But, of course, the great interest which New Yorkers as well as Pennsylvanians have in these roads is on account of the coal trade, to which they open new facilities. At the bountiful dinner provided for the excursionists at the Wyoming Hotel in Wilkesbarre, these increased facilities formed the chief topic of congratulation on the part of our Pennsyl-

vania friends, who seemed to feel as if the passage of the mountain barrier by the locomotive engine had liberated them from a sort of exclusion, and put them into actual communication with the rest of mankind. Nobody talks anything but "coal" in that region, and, as a matter of fact, the coal interest has already monopolized the attention of their capitalists, and is fast driving out other forms of industry. The old farming interest has almost died out—many of the "old families" having sold out their lands to the mining corporations, and emigrated to the West. As the corporations care nothing for farming, the lands that formerly yielded large supplies of grain, are now principally cultivated by a less intelligent set of farmers, under whose want of management the once productive farms are rapidly decreasing in value, and it is hardly possible that they will ever be brought up again. The whole area of the valley and the surrounding mountains is richer than on the surface, and now that such ample facilities are provided for the transportation of coal to market, the mining interest will soon overshadow every other in extent and importance.

Among the gentlemen present on this excursion was Mr. W. W. Longstreth, President of the road; Mr. John Taylor Johnson, President of the New Jersey Central; Judge Woodward, Judge Conyngham, Judge Packer, (to whose intelligent exertions the road owes its existence,) Mr. Robert Stearns, Superintendent of the New Jersey Central; Mr. R. H. Sayer, Superintendent of the Lehigh Valley road, and others connected with the several roads, or with the mining interests of the Valley. The speeches and toasts at the dinner had reference mainly to the great advantages afforded by the new railroad connection with the seaboard and the New York markets, and to the future greatness and prosperity of the coal regions of Pennsylvania, of which every speaker had very distinct and very glowing visions.—*N. Y. Times.*

TANK CARS FOR PETROLEUM.—The Downer Oil Company received this week an invoice of oil, which arrived here in tank cars, the first, we believe, that ever came to this city. Each car has two tanks, holding some hundred gallons, and aside from the convenience of transportation, the leakage which is avoided, if oil was at a high rate, would be sufficient to pay the freight. The oil brought in these tanks was obtained at Oil Creek, Pennsylvania, and when first secured was placed in iron tanks, built upon the side of the railroad. The tank cars were filled in a very short space of time from these reservoirs, and then dispatched for Boston by the way of Erie, Pa., the New York Central, Western and Wooster Railroads, a distance of nine hundred miles. If the Marginal street Railroad was completed, the Downer Oil Company could have run the cars into their Refinery, and pumped the oil into their vats.—*Boston Journal.*

HOW TO SAVE KEROSENE OIL.—We find the following in one of our Pennsylvania exchanges. It will be very easy for any one to try it:—

"A short time ago we published an article from an exchange, to the effect that salt in a kerosene lamp was a great saving of oil. We have since fully tested it, and it is a greater saving than was stated in the article referred to. Fill the lamp half full of common salt, then fill up with oil. It burns with a clearer flame, and is a saving of more than twenty-five per cent. in oil. Try it."

American Bessamer Steel.

It is always gratifying to us to have the opportunity of recording the success of American enterprise and skill, but more especially so, when those enterprises are calculated to be of so much benefit to our country in the encouragement of home labor, the retention of capital at home that would otherwise be sent to Europe for more, as well as contribute so much to the safety of railroad traffic, as would the general adoption of Bessamer Steel for railroad purposes. With this view of the case, the following account from the *Albany Evening Journal* of May 13, will be interesting to most of our readers. The *Journal* says:

Three of our most enterprising and intelligent iron makers, Messrs. Winslow, Griswold and Morrell, (the two former our neighbors) soon appreciated the vast importance of this invention, and purchased the American patent, and after several years of trial, have now erected at South Troy works of the largest dimensions, so as to produce from 12,000 to 25,000 tons of steel per annum.

These works were inaugurated on Thursday last, in the presence of a large number of the largest iron masters and scientific men in America; and it was our good fortune to be present and witness the conversion of fifteen tons of common cast iron into steel, samples of which were, in our presence, worked into cold chisels and other cutting tools, and the metal was pronounced by these experienced judges, as equal to the best Sheffield or American cast steel made by the old process.

From what we have previously stated of the old process of the conversion of cast iron into malleable iron and steel, it will be seen that the first operation is to deprive the crude metal of its four or five per cent. of carbon—and to accomplish this result, the molten metal, raised to a white heat, must be brought in contact with oxygen, with which the carbon will combine and produce combustion, and the rapidity and intensity of this combustion, will be proportioned to the amount of the carbon brought in contact with oxygen.

The surfaces of the atmosphere around us contain the oxygen, but it is very much lighter than iron and by the former process, can therefore only be brought into contact with the surface of the molten metal; and this operation is necessarily very slow.

The new process consists in the condensation of the atmosphere by air pumps or blowing engines of great power, by means of which the air is forced into the molten iron at the bottom of the vessel under a pressure greater than the weight of the iron, (from fifteen to twenty pounds per square inch,) and passing up through it in great quantity, is instantly brought in contact with all of the carbon in the iron, and combining with it, produces a rapid combustion and a heat of greater intensity than any before known in iron furnaces.

The ores of iron contain impurities, some of which combine with the pure iron, and weaken and injure it. The pneumatic process renders the whole mass so fluid as to separate the iron from these impurities, and they are either evaporated by the intense heat or are separated and float as slag over the intensely liquid surface of the heavier metal (the pure iron) and the residue is what is almost unknown in commerce, a perfectly pure metallic iron.

The property of welding and working soundly under the hammer in iron and steel, is given by the addition of a small quantity of manganese; and, as before stated, steel is made from malleable iron by the addition of a small quantity of carbon.

In the pneumatic process these qualities are given to the purified molten iron by pouring into the mass a small quantity of molten Ferro-manganese, Franklinite or Speigh iron—all of which contain about four per cent. of carbon and about the same quantity of manganese, combined with iron. This alloy instantly permeates the whole mass of the pure molten iron, and it is at once steel.

It is evident that the carbonization of the iron may be regulated to any degree of hardness that is desired, by proportioning the amount of the carbonized alloy, so that all grades from the softest iron, up to the hardest tool cutting steel, may be produced at the will of the manufacturer.

The machinery, by means of which the pneumatic process is carried on, consists of an ordinary cupola furnace for melting the cast iron pigs, a smaller one for melting the Speigh alloy, a boiling pot lined with fire clay or other refractory material, a large air blowing engine, a ladle on the arm of a crane and iron moulds to receive the converted metal.

The works of Messrs. Winslow, Griswold and Morrell are provided with this machinery of the newest and most substantial character, by means of which less than a dozen men are employed to convert forty tons of crude iron per day into steel.

A gentleman (Mr. McAlpine) who has just returned from England, where he spent a week with Mr. Bessamer examining the great works of Creive and Sheffield, stated to the company that the works of Messrs. Winslow & Co. were superior in their arrangements, conveniences and facilities of operating, to those of the London and North Western, or John Brown or Cammell's Great works, and that Messrs. W. & Co. had anticipated some improvements which Mr. Bessamer told him he intended to introduce in his new works at Blackwall, London, now being built.

After this long and perhaps tedious dissertation, we will give our readers a description of what we saw on Thursday last.

Three castings or conversions were made on that day, one at 11 A. M., and another about 2 P. M., and a third at 4½ P. M.

On arriving at the works at 10 A. M., we found the iron cupola charged with its burden of crude pig iron and fuel, and the process of melting commenced. Near by was the little furnace where the "speigh iron" (looking-glass iron—Ferro-Manganese, from Germany,) was also being melted.

Around a circular curb, in a pit four feet deep, were placed a series of Pyramidal Iron moulds, nine inches square at the bottom, do. at the top, and four feet high. A huge boiling pot which, when one-third full, would hold five tons of molten metal. This pot or converter, was hung on trunions, which enabled it to sweep an entire vertical circle. The bottom and sides were lined with a refractory mortar, and through the bottom were placed tuyeres or air pipes, fifty or more in number, and half an inch in diameter.

The blowing engine communicated its blast through a large pipe to a hollow space in the trunions of the converter, and by passages to the tuyeres.

Iron troughs lined with fire clay led from the speigh furnace to the converter, and by hydraulic hoist and ladle, brought the melted

cast iron to the huge mouth of the converter.

Another hydraulic crane, with its long horizontally projecting arm, sustained the ladle or "soup tureen," as some of the bystanders called it.

The converter discharged its contents of molten steel into this ladle and the huge crane swung it around over the moulds, and then a valve in the bottom was opened and the metal flowed into them, which cooled it sufficiently to be taken out immediately.

The ingots of pure steel thus made are like all cast steel honey combed and porous, and must be hammered while yet hot into masses of the required shape.

Messrs. Winslow, Griswold and Morrell are now erecting some huge hammers of five tons weight and six or eight feet fall, by means of which the largest masses of steel may be hammered into any form.

An idea of the magnitude of these works may be formed when it is stated that they can furnish at one operation a shaft of steel or wrought iron equal to that recently put into the Great Eastern steamship, which measured thirty inches in diameter and weighed twenty tons—and this shaft made of soft Bessemer steel would be twice as strong as of wrought iron made in the ordinary way.

During the process of the mid day conversion on the 9th instant, we made the following notes:

At 1h 41m. P. M. Finished pouring the melted crude cast iron into the converter, and the blast turned on. A rapid boiling of the metal is heard going on within the vessel, the molten metal is dashed from side to side, violently shaking the vessel, a bright yellow flame issues from its mouth and passes up the chimney. The sparks are the large yellow corrugations which indicate highly carbonized iron.

At 1h 45m. The flame increases in intensity, and it and the sparks begin to whiten in color.

At 1h. 48m. The flame has lengthened and increased in brightness. It is yet very yellow, and gives out a brilliant light, equal in intensity, it is said, to the combined light of all the gaslights burning at night in New York. The sun is shining bright and clear out of doors, casting the strong shadows due to a mid day sun; but the flame from the converter overpowers the light of the sun's rays, and the shadows of the observers are thrown upon the walls as distinctly as those of a bright harvest moon.

At 1h. 51m. The flame is more and more bright and whitening visibly; but few sparks are emitted, and those are silvery white, smaller and more suddenly extinguished, showing them to be of pure malleable iron. Occasionally appear the bright steely sparks, which float upward, such as we see on the bursting of a rocket at night. These are the result of the decarbonizing process, not yet complete.

At 1h. 59m. The flame is now diminishing, and has become silvery white and most beautifully luminous, and a stir is noticed among the workmen, which shows that the process is reaching its culmination. A minute later, and the flame dies almost out; the blast is shut off, and the huge tortoise shaped converter is turned horizontally upon its massive trunnions, and its gaping mouth is placed at the end of the iron trough leading from the spiggle furnace; and, from our elevated stand, we look directly into the huge paunch of this insatiable monster, which is now drinking up its molten dose of ferro-manganese.

At 2h. 1m. The molten mass of steel is now being poured into the moveable ladle.

At 2h. 3m. The ladle, now over the mould, is discharging its silvery bright steel into the moulds. Now it boils up and overflows the mould. Some clay mould is thrown into the mass and it quietly settles down.

At 2h. 10m. The whole five tons is poured out. The workmen are removing the moulds, and the bright red hot ingot of steel are hoisted upon iron trucks and conveyed outside of the building, from whence they will be conveyed to the great steam hammers, and after being reheated, will be forged into railway axles and shafts, and a thousand and one other articles, which are now made from imperfectly and unhomogeneous malleable iron.

The operation is now complete, and we have witnessed, in the space of twenty minutes, the purification and conversion of five tons of crude cast iron into steel equal to and fit for any of the purposes for which cast steel has heretofore been made, requiring a fortnight in the operation.

Alongside of these steel works at Troy, are the Wrought Iron Works of Messrs. Corning & Winslow, where 700 men are daily employed to convert 70 tons of cast iron into malleable iron, and half as many more men would be required to convert this into steel.

Here, 50 men, all told, can convert daily 100 tons of crude metal into steel.

What revolution will this wonderful process bring about in the manufacture of the various iron metals here and in all the world.

The number of men now employed will produce three times the amount of a superior metal at one-third of the present cost.

Its cheapness will induce an enormous consumption, equal to the increased product, and with the labor saving machinery and the skill and energy of our great iron workers, we shall become not only independent of all foreign workshops, but with our superior ores distributed all over our country, and our immense and inexhaustible beds of coal, we shall almost immediately enter into successful competition with the metal makers of Europe in every market of the world.

It is said that Mr. Bessemer derived a daily revenue of £1,000 sterling from his license for the manufacture of metal by his process; and Mr. McAlpine stated that Mr. B. remarked to him a few weeks ago that it was perhaps unfortunate for the world that he was not now in the same condition that he was fifteen years ago, for said he, "The discoverer of a process to desulphurize and dephosphorize the poorer irons made in England, will have a larger revenue for his discovery than I now receive."

We cannot close this account without repeating what Mr. Fairbairn says in regard to it:—

"Cast iron has a tensile strength of 1,800 pounds per square inch and a value of £3 per ton. Deprived of its carbon, it becomes malleable iron, with a tensile strength of 56,000 pounds, and a value of £8 per ton; and this iron recharged with one per cent. of carbon, becomes steel with a tensile strength of 130,000 pounds, and a value of £50 per ton."

Mr. McAlpine stated to the meeting that six weeks ago he saw steel made at the great works of Sheffield by the same process as that which we have just witnessed, that he, at Mr. Bessemer's request, made the tests of the extent of the carbonization of the steel ingots; that he saw these ingots hammered into piles under their five ton steam hammers and then reheated and rolled into rails, some of which were shipped to India and some to the United States; that he tested the strength and toughness of these same rails as follows:

A piece of American formed steel rail,

weighing 69 pounds to the yard, 4 feet long, placed on supports 3 feet 6 inches apart, sustained as follows:

Load.	Deflection.	Permanent Set.
15 tons.	0.14 inches.	Nil
20 tons.	0.57 inches.	0.40 inches.

A similar piece of rail was laid on supports three feet apart and struck in the middle by a hammer of one ton weight, which fell fifteen feet, and bent the rail 5 1/4 inches, and narrowed the upper flange 3 1/16 of an inch, and expanded the lower one 3/8 of an inch, without producing any cracks or flaws.

A similar experiment was made on a double headed India rail of sixty-eight pounds to the yard, with the following result: A blow, with a clear fall of 20 feet, bent the rail five inches. It was then reversed and a similar blow given, which brought it back, but with a twist; a third blow was then given with the ton hammer, falling 30 feet, which twisted and bent it in a remarkable shape. Mr. M. then exhibited a photograph of it to the company.

There was not the slightest indication of a crack or flaw in any part of the rail after it had been subjected to this severe usage.

We, who have been accustomed to regard steel "as brittle as glass," will hereafter feel more comfortable when riding at a speed of sixty miles an hour over an American or English steel rail, when we know that it has been made of the quality which these tests show.

Mr. McAlpine also stated that he examined a Bessemer steel rail which was laid down at the Camden Station, London, of the London and Northwestern Railway, in May, 1862, over which had passed an average of 8,082 trucks, and 415 engines every day for five years. This traffic had worn out the faces of twenty-three iron rails, and the steel rail would outlast a dozen more.

Also, of steel rails laid down at Victoria and Black Friars Stations, showing a similar comparison with the contiguous iron rails.

At Crewe, Mr. Ramsbottom was making locomotive tires, axles and other work of the Bessemer steel, and this article was superseding the Lowmoor iron for railroad purposes.

We close this article by a notice of a fine banquet which Mr. Griswold gave to his visitors at which were present, besides the great Iron Masters, representatives from the Western press.

Toasts and speeches concluded the entertainment, and the guests retired delighted with their day's observations.

Receipts of the Western Union Railroad Company for the week ending May 31:

	1867.	1866.	Inc.	Dec.
Freight.....	\$16,774 49	28,035 59	.....	11,261 10
Passengers.....	4,867 95	3,871 70	996 25	.....
Express and Tel.	320 00	250 00	70 00	.....
Mail.....	375 00	379 91	.....	4 91

Totals.....\$22,337 44 22,537 20

Receipts from January 1 to May 31—

1866.....	\$250,653 54
1867.....	201,699 29

Decrease.....\$48,954 25

DISMAL SWAMP CANAL.—This work, which cuts through the Dismal Swamp, connects Norfolk and Portsmouth, Virginia, with the inland waters of North Carolina, is to undergo great improvement. Its whole course is to be dredged and deepened, and the width increased from forty to sixty feet. The locks are also to be extended twenty-five feet. When thus altered, the canal, it is said, will accommodate ten times the amount of traffic it can in its present position. The improvement is to be commenced without delay.

MONETARY AND COMMERCIAL.

That there is as much money in the country as ever will not admit of a doubt, only that it has lain in a dormant state or has flowed into other channels than that of general business. This is the result not of caprice, but of general laws that govern the movements of capital, just as much as gravitation leads water to run down hill. Capital could not be profitably employed in a general trade only to a certain extent, and even then only at a great risk, as is abundantly proven not only to the satisfaction but to the sorrow of many dealers. The tendency of the value of goods and merchandise has been downward, and the descent would have been greatly accelerated had the harvest of the past two years been an abundant one. Although the consumption of goods would have been greater, yet the cost of the raw material and the labor of manufacturing would have been correspondingly reduced by the abundance of food and the consequent cheapening of labor. There has not been room for enlarged use for money in the movement and disposition of crops; the producers of wealth are the consumers of merchandise, and as they have had but a limited surplus to sell, they have curtailed the purchase of goods to correspond.

In the discount market money is sufficiently easy for all good paper at 9@12 per cent, while other grades are entirely ignored.

Exchange has not materially varied during the week. Indeed, the violent fluctuations of old times cannot occur again, on account of the facility of shipping our uniform currency. Quotations are as follows:

	Buying.	Selling.
New York	par@25 prem.	1-10 p. em.
Philadelphia	par@25 prem.	1-10 prem.
Boston	par@25 prem.	1-10 prem.
Gold	136½	137
Silver	127@129	131@131

The changes of gold have not had as wide a margin during the week as usual. The daily fluctuations have been as follows:

	Opening.	Highest.	Lowest.	Closing.
May 30	137¼	137½	137¼	137½
" 31	136¾	137¼	136¾	137¼
June 1	136¾	136¾	136¾	136¾
" 3	136¾	137¼	136¾	137
" 4	137	137½	136¾	136¾
" 5	136¾	136¾	136¾	136¾

The condition and spirit of the New York market is shown by the following from the *Tribune*:

The money market is quoted 6@7 per cent. on call loans, with some business at 5 per cent. to favorite houses, but the latter is an exceptional rate. Lenders expect rates to be fully maintained as the year advances, and are not disposed to make long engagements under legal interest. In railway mortgages little done. In the miscellaneous list the dealings are small. Atlantic Mail sold at 105, and Pacific at 133. The railway share market opened at the reduced quotations of last night, and under small sales, was barely sus-

tained. Michigan Central, Illinois Central, and Hudson River were firm, but the ordinary foot balls of the street were not in favor. The earnings of the closing week in May were reported as unfavorable, and stocks are offered privately in large amounts without success. After the call the market was not sustained on the general speculative list. At the Second Board prices were lower, and the market closed with downward tendency. At the open Board there was a pressure to sell, and the whole market was lower. North Western Common broke to 34½, Erie, 59½. After the call prices rallied a fraction, but closed dull and heavy at quotations. The following are the closing prices: New York Central, 98½@98½; Erie, 59½@59½; Reading, 104½@104½; Michigan Southern, 68@68½; Cleveland and Pittsburgh, 75@75½; Rock Island, 88@88½; North-Western, 34½@34½ do. Preferred, 58½@58½; Fort Wayne, 97@97½.

VIRGINIA FINANCES.—The Auditor of the State of Virginia believes that the arrangements for the payment of the interest on the State debt regularly and punctually are effectual. He states that the public debt on the 17th of April, 1861, at \$34,977,298 38, from which he deducts \$11,285,718 54, that being the amount to be extinguished by the sale of the State's interest in the several railroad companies named, for State bonds *at par*. He also deducts \$2,000,000, the amount of the sinking fund which is invested in State bonds. These deductions leave the amount of the public debt, as shown by the Auditor, \$21,691,579 84. The act of Assembly passed at the late session provides for the payment of interest on the debt at the rate of four per cent. *per annum*. Upon the reduced debt at this rate the interest will amount to \$867,663 16. Adding to this the sum necessary for the operation of the State government (Legislature, salaries, &c.) say \$500,000, and the annual liabilities amount to \$1,367,663 16. The tax bill makes an assessment of 30 cents on the \$100 value of property; and it is estimated that this, with the license taxes, will produce an annual revenue of over \$2,000,000; from this deduct the annual liabilities, \$1,367,663 16, and we have at least \$632,336 84, as an annual surplus to form a sinking fund for the gradual extinguishment of the entire debt. Provided that existing laws are not changed, and provided the State's interest in the several railroads named is disposed of as now directed by law. After the State debt is reduced to \$21,691,579 84 in the manner now proposed, the Commonwealth will still hold in other railroads, and in the James River and Kanawha Canal, interests whose par value is \$16,667,581 85, besides large and valuable interests in other public properties. It should seem, therefore, that the conclusion of the Auditor is correct and that there is indeed nothing now to be foreseen "to induce the supposition that the interest on the public debt of the State will not be regularly and punctually paid." The payment of the July interest on that portion of the public debt payable in Europe will certainly be punctual, as it is understood that the Treasurer has already arranged to remit sterling within a few days for that purpose. It only remains for West Virginia to come forward, and arrange for two per cent. of the interest on the public debt, and one third of the principal—or such exact part as a settlement may indicate—to place the creditors of the Old Dominion in full enjoyment of all their rights.—*Tribune*.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs, For Freight & Passenger Cars, Tenders, Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6½ " "	35 " "
3, 8 " " 11 " "	36 " "
4, 8 " " 9 " "	35 " "
5, 7½ " " 6½ " "	30 " "
6, 10 " " 8 " "	40 " "
7, 7½ " " 8 " "	35 " "

PHILIP S. JUSTICE, President

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CONTRACTOR AND BUILDER OF

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BLANK BOOKS,

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Particular attention paid to BLANK BOOKS and BLANK WORK for

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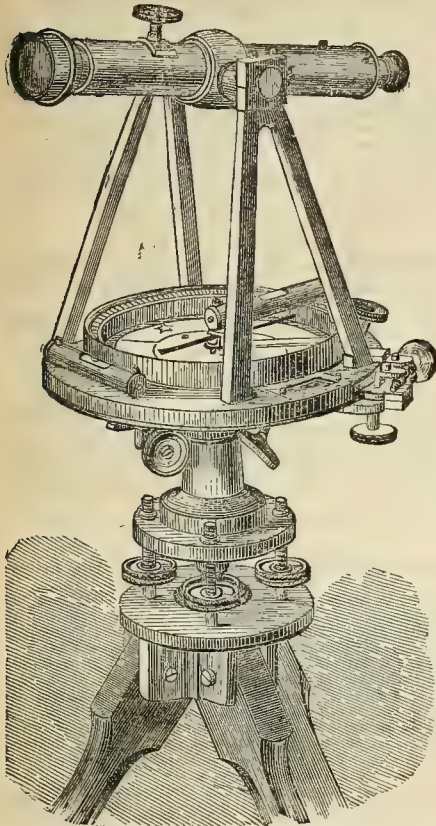
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TRANSITS, LEVELS,
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WOOL & COTTON WASTE,
FOR RAILROAD & STEAMBOAT USE,
STEAM PACKING, ETC.
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CUMBERLAND COUNTY

OIL LANDS,
NEAR

The Great Crocus Well,
WITH
*Productive Wells all
around them.*

FOR SALE BY

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CINCINNATI.

**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. For Tickets over 2 3/4 inches in width.

SIZE NO.	NO. OF FORMS.	PRICES.	SIZE NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	256	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.
167 Walnut St., Cincinnati, O

WRIGHTSON & CO.,

Railroad Printers

167 Walnut Street,

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HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards,

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

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AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Got out in first-class style, and at as low rates as an establishment in the country.

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Late Master Car Builder C.H. & D. & M.

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L. WILLIAMS, Ass't Sup't, C. H. & D. R. R., Cincinnati,
J. H. WELLER, Ass't Sup't, D. & M. R. R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G. W. R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C. & I. J. R. R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., India: ap 6
[Aug. 2, 1f.]

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*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

• IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE STEAM SYPHON WATER-STATION

ocomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

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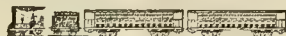
CINCINNATI.

1867.

CHANGE OF TIME!

By the Broad Gauge Route, the

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TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLION	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.15 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

CIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

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A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

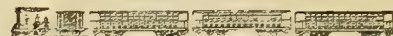
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at the northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15 foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 7:20 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers front the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 2:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:40 a. m.; Allentown at 6:00 a. m.; Easton at 7:00 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:22 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:41 a. m.; Allentown 12:30 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 6:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

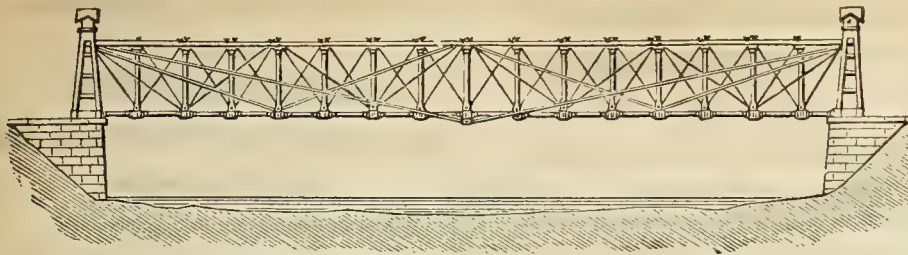
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

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M. W. BALDWIN & CO.

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Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

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The Old And Reliable Route.



Through to Pittsburg without Change.

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H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

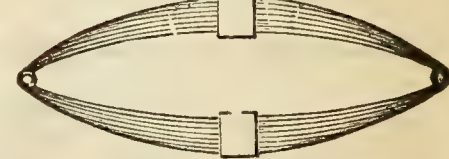
47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,
MANUFACTURE

Chilled Wheels and Tyres

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Railroad Cars

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ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore.
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 P. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

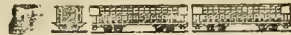
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE, General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

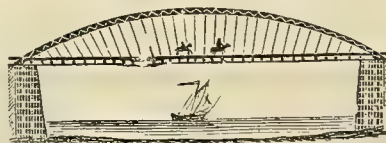
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

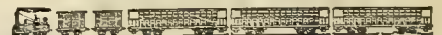
Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same. &c., &c.
Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted); 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.
On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, JUNE 13, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING.

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.	
One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.		
	DEPART.	ARRIVE.
Night Express.....	5:00 P. M.	6:10 P. M.
LITTLE MIAMI.		
Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.
CLEVELAND, COLUMBUS & CINCINNATI.		
Lightning Express.....	7:40 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.
MARIETTA AND CINCINNATI.		
Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.
CINCINNATI, HAMILTON AND DAYTON.		
Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:50 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:20 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.
CINCINNATI AND INDIANAPOLIS JUNCTION		
Connersville, Cambridge City and		
Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and		
Indianapolis Express.....	5:10 P. M.	10:30 P. M.
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.		
Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.
OHIO AND MISSISSIPPI.		
St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.
CINCINNATI AND ZANESVILLE.		
Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.
KENTUCKY CENTRAL.		
Express.....	6:40 A. M.	6:00 P. M.
Lexington Express.....	2:40 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.
PAN HANDLE ROUTE.		
Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

Cincinnati and her Railroad Interests.

What a strange infatuation seems to have settled upon Cincinnati relative to the value and importance to the city of her present as well as her prospective railroad interests. Indeed most of our citizens seem to consider railroads but little better than public nuisances, to be snubbed and checkmated at every turn, and to be made to feel the corporative power of a score or more of the venerable fathers that represent the various wards in the city council. This warfare on the railroads centering in Cincinnati is not of recent origin, and has compelled the roads, in self defence, as far as practicable, to seek other avenues whereby their through traffic may be forwarded to destination without being subjected to the drayman's tax, levied upon it by the astute constructors of city ordinances, or the delays and damages resulting from re-handling. By this policy it results that Cincinnati is rendered a mere switch station, to which branches of the roads are sent in order to facilitate and secure the local trade of the town, instead of its being what it might be, the great central depot of the continent, where the traffic between the East and the West, and the North and the South, should meet in one common depot.

There is not a village or a cross-roads in the country that does not display more wisdom and exert itself to have railroads not only come to it, but to run through their principal streets: thus towns grow up and cities are built in the wilderness. Who is it that can say that Cincinnati is not indebted for a large share of her prosperity to railroads, nor how much that prosperity would be increased if proper facilities were afforded to the roads centering here.

There is another great evil resulting from this narrow minded policy, that but few stop to consider. Cincinnati has no long lines of railroad that she can call her own—that she controls; forcing, as it were, the trade along its sinuous trail to come to her doors. Her little roads have been cramped and hampered, and instead of growing in length and strength like the railroads that feed and foster the trade of other cities, and until they themselves, if reports are true, are in danger of being swallowed up, or attached as the mere caudal appendage of the great arteries of the commerce of other more enterprising and more liberal minded communities.

The truth is, it is now the policy and interest of nearly all the roads to draw trade away from the city, rather than to discriminate in its favor; and it should be borne in mind that railroad presidents are human, and like other men, they will, if compelled so to do, sacrifice the interests of the city and citizens to their own individual profit, and the welfare and aggrandizement of their roads.

Such has been the policy pursued towards those roads that we have—a crushing policy

—that forced them to open new avenues of trade to pass around us. Not less fatal is the policy being pursued in reference to the extension of our railroad system to the South. "Great cry and little wool" will apparently be all that will become of the proposed road to connect us with the southern system of roads, whereby the trade of the city, everybody believes, would be very greatly increased. The "great enterprise" is doomed to have its requiem sing before its birth, and we might almost say before its conception. All connected with it claim, with an apparent good conscience, that it is not *their* fault, but *is* the fault of some one else. Will this ever be remedied, or will we wait until it is too late, and then wake up, Rip Van Winkle like, to find ourselves outstripped in the race, and others reaping the harvest intended by natural laws to come to us?

The truth is, we are politicianed to death, and nothing can be done, not even for the general good, without first turning it into a goose, from which the smartest fellow plucks the most.

It is true that it seldom occurs that the original constructors of railroads ever get a just return of their money. There are instances, however, in which it has occurred; and there are some others that we might name where there is a good prospect of their doing so. Neither is it to be expected that one private citizen is to embarrass himself, through pure patriotism, for the financial welfare of the whole.

Cincinnati, as a city, should furnish a large portion of the funds necessary for the construction of the connecting road South, so that if the burden falls at all, it may fall on all alike, as well as the benefits that all believe will accrue. To this will be urged the lack of corporative power to grant aid to roads outside of the State, and the ill success of the previous railroad enterprises of the city. The first difficulty could be overcome by an enabling act, and to the latter we reply that, although the misfortune was unpleasant and perhaps unnecessary, yet the city lost nothing by the loss.

HUDSON RIVER RAILROAD.—At the annual meeting of the stockholders of the Hudson River Railroad Company, held at the office of the Company in the City of New York, on Monday, June 10, 1867, the following named gentlemen were elected Directors for the ensuing year: C. Vanderbilt, W. H. Vanderbilt, Horace F. Clark, Augustus Schell, John M. Tobin, D. Thos. Vail, J. H. Banker, Oliver Charlick, Wm. A. Kissam, Jos. Harker, M. H. Sandford, Walter S. Gurnee, Samuel Barton. The Board is the same as last year, with the exception of Messrs. Gurnee and Bartow, elected in place of Smith Barker, jr., and John Steward, who resigned in consequence of being absent in Europe. Upon the organization of the Board, Cornelius Vanderbilt was re-elected President Wm. H. Vanderbilt, Vice-President, and Augustus Schell, Secretary.

Statistics of Ohio—Mining.

When we look on the surface of Ohio, and see it so level and fertile, and when we consider it as the great agricultural State of the Union, we should not, without other information, expect to find it a great mineral State. Such, however, it is; and if capital were abundant, the country would be surprised at the result. In fact, coal, iron, salt and gypsum are abundant enough to supply the nation, if there were not other sources of supply. As it is, the minerals of Ohio are only used for domestic purposes with the exception of coal, which is floated down to Louisville, Memphis, &c., &c. The history of Ohio Mining is something curious. We make a few notes of it, just to preserve the facts for reference. About forty years ago, no Ohio coal was used in Cincinnati, except in such small quantities, as to be scarcely noticeable, and making no important article of commerce. At that time, SAMUEL WYLLIS POMEROY, then a citizen of Massachusetts, near Boston, owned a considerable tract of land at what is now Pomeroy, in the county of Meigs. In passing down the river Ohio in 1826, he said to a gentleman on the steamboat, as they passed his land,—"There, said he, in that tract are coal, salt, and fire-brick clay. The coal will soon be sought for Cincinnati market. There is a salt well there now, but the water is weak, because they don't go deep enough. At 1,000 feet, said he, they will find the saliferous rock, and get water stronger than that of the Kanawha. They will not find iron; for the iron strata are below this." The old gentleman was a geologist, and every word he said came true. In a few years, his sons and son-in law, Mr. Dobney, American Consul at Fayal, formed a Company for Coal Mining and carried it on successfully, carrying immense quantities to Cincinnati and the markets below. But, the most curious part of the prediction was that in relation to salt. Notwithstanding his clear pointing out where the strong salt water would be found, it was nearly thirty years before the wells were actually carried a thousand feet deep, and there they did find the strongest salt water in the West, and there they now manufacture two millions of bushels of salt annually. He was correct also in regard to the iron; for, the belt of iron is rather narrow, being not more than twenty miles broad. Commencing just east of Portsmouth, in the east part of Scioto county, and proceeding east through Lawrence county, and edge of Gallia, it includes the counties of Jackson, Vinton, Hocking, part of Licking, Coshocton, Muskingum, Stark, Wayne, Mahoning, Trumbull, &c., &c.; proceeding from the Ohio river above the Scioto, in a northeast direction through the State. Of late, some important discoveries of iron ore have been made. The famous Black Band ores have been discovered in two

or three localities, in sufficient quantities for the demand. The Statistics of Iron Mining for several years are as follows:

OF IRON.

	Furnaces.	Tons of Pig-iron.	Hands.	Value.
In 1840.....	19	25,959	1,257	\$ 648,975
In 1850.....	35	52,658	2,415	1,255,850
In 1860.....	59	105,500	5,000	3,171,000

Increase since 1850..... 100 per cent.

The increase of furnaces since 1840, and the centers of iron mining, may be seen from the following comparison, by counties, viz.:

	In 1840.	In 1860.
Gallia.....	0	1
Hocking.....	0	3
Jackson.....	1	12
Lawrence.....	10	14
Mahoning.....	0	7
Scioto.....	5	9
Vinton.....	0	6

Counties having 16 furnaces in 1840, now have 52; and the counties of Hocking, Vinton and Mahoning, which had no furnaces in 1840, now have 14. The county of Jackson, which had 1, has now 12. One half the pig iron made in the State is made in the two counties of Jackson and Lawrence. There is a large belt of iron, comparatively untouched, because it is more remote from the rivers and railroads. In time, it will gradually come into use.

This was in 1860. Since then we have the following facts. The Commissioner of Statistics in his report for 1866, says:

The amount returned in the table in the Auditor's report is equally erroneous. The aggregate amount returned is 63,901 tons of pig iron, of which the amount returned for Hocking, Mahoning, Trumbull and Vinton counties is only 8,170 tons. These counties are large iron counties, and have seventeen furnaces. The average product of a furnace in blast is 1,700 tons per annum. Allowing two-thirds of this product, and it is little enough, and these counties must have produced 20,000 tons of pig iron. They probably produced a great deal more. I estimate the iron product of Ohio, in 1865, at not less than 110,000 tons of pig metal.

The full results of iron production cannot be ascertained, because there is no exact record of it.

OF COAL.—The Commissioner of Statistics gives the following figures.

The only statistics on this subject furnished by the Assessors are the amounts of coal and iron supposed to be mined; but, on examination, I find these statistics to be very erroneous. To show this, I will contrast the statistics furnished by myself with those in the table furnished by the Assessors. In my report for 1865, I gave the following table of coal production:

	Bushels.	Men.	Value.
1840.....	3,513,409	434	\$286,072 72
1850.....	8,000,000	1,100	720,000 00
1860.....	50,060,000	7,000	5,000,000 00
1864.....	40,527,291	6,000	6,000,000 00

The Commissioner states that the real amount of coal mined is about fifty millions of bushels per annum.

OF SALT.—The product remains nearly the same, but slowly increasing. The product of salt in Meigs county, for 1866, was 1,891,440 bushels. Taking several years together, the product of salt at or near Pomeroy may be taken at two millions of bushels annually. There is some salt made in Athens, Morgan

and other counties, probably not amounting to more than two or three hundred thousand bushels per annum. Cheap as salt is made in the Ohio Valley, there is a vast amount imported, partly because Sea Island salt is thought superior for dairy purposes.

OF PETROLEUM.—This is a new product in our State. Until within three or four years, rock oil, though known to exist, was not thought productive in Ohio. In some places, such as the creeks and branches of the Muskingum, this kind of oil was seen to float on the water, or ooze from the rocks, since the first settlement of the country. In the last three or four years the search for oil has become a mania, of which evidence may be found in the Secretary of State's office, where hundreds of acts of incorporation for oil companies have been filed.

I am indebted to Professor Andrews, of Marietta College, for an interesting account of the petroleum product and geology of Ohio. He says:

"It is very difficult to obtain reliable statistics of oil wells. The counties in which oil is found are Washington, Noble, Morgan, Muskingum, Athens and Trumbull, with a very small production in one or two others. The oil from Mecca and vicinity, in Trumbull county, is a very fine lubricating oil. It is obtained in a crane sandstone, lying below our productive coal measures. The oil from the other counties named comes from the rocks of the coal measures. The whole product of the State for the past year probably will not exceed 50,000 barrels, of which over 30,000 barrels have been derived from Washington county. The favorite locality in Washington county is Cow Run, where some wells, bored in the summer of 1861, are still producing remunerative quantities. A good many small wells are found in the valley of Duck Creek, in Washington and Noble counties. In Morgan county the production has been of late chiefly on Buck Run, a tributary of Wolf Creek. In former years, considerable quantities have been obtained on Sharp's Fork of Federal Creek, in the southwest corner of the same county. In Athens county a few small wells have been pumped during the year on Mush Run, not far from the New England Station of the Marietta & Cincinnati Railroad. Of the amount produced in Muskingum county, no accurate account has been obtained. The oil fields of the State have generally been developed under very unfavorable circumstances. By reason of the speculative excitement, vast sums of money have been wasted for want of intelligent and systematic management. No other business was ever managed so extravagantly and loosely.

"The two geological formations from which, in the United States, oil has thus far been chiefly found, are the carboniferous and devonian. The oil now produced in Western Virginia and southeastern Ohio is all found in the coal measures. The oil on Oil Creek, Pennsylvania, is derived from devonian rocks. There are, however, several locations in Western Pennsylvania, such as Smith's Ferry and Dunkard's Creek, which are in the coal measures. Fortunately, the M. & C. R. R. passes through both of these oil producing formations. In the carboniferous rocks in Ohio, we already have remunerating oil wells in Washington, Noble, Morgan and Athens counties. In these counties the more promising lands are in a state of transition from the hands of the farmers into those of men of capital and enterprise, and large results are

hoped for. The geological positions of these counties is essentially the same. They all lie upon the upper part of our Ohio coal measures. Washington county, for the most part, is a little higher in position than the others.

* * * * *

"If we take the Pomeroy coal seam as our geological horizon, and follow that horizon through Meigs, Athens, Morgan, Noble and Washington counties, we shall find that the principal part of the oil yet obtained has been found in strata lying from fifty to three hundred feet below that horizon. I state this simply as a fact. It would not be safe to infer from it that the oil is limited to these three hundred feet.

"Very few wells have been bored very deep, and of these several have struck good veins of oil. The fact is significant, however, in revealing a very large area of oil territory of no little promise."

It is not probable that Oil Territory will be much developed for some years to come; because it is now found, that the competition in the oil business is so great, that the price is reduced too low for further investments. New uses and markets are necessary to make oil products profitable. These will probably be found. Experiments are making, to test whether petroleum may not be profitably used as fuel for locomotives. It is probable the use of it will be much extended in Europe and Asia.

In this review, the reader will see that there are in Ohio the elements of a great manufacturing State; and it is very surprising, that manufactures on a larger scale are not carried on in this State.

The Excursion.

Visits to Fort Riley and Junction City—Eloquent Speeches—Glorious Future Prophecies for Kansas—Seizure of Canada proposed by Chandler.

FORT RILEY, KANSAS, June 12.

Senator Wade's party spent last night at Manhattan city, and to-day at Fort Riley and Junction city. At the former place speeches were made to the citizens, who turned out *en masse*, by Senators Wade, Yates, Cattell, Trumbull, Chandler, Howe and Mr. Covode; all spoke in most glowing terms of Kansas, her country and her people, and the most glorious future was prophesied for both. They all look upon the construction of the Kansas branch of the Pacific Railroad through Arizona to the Pacific as the readiest solution of Indian difficulties in that region. Mr. Chandler announced himself in favor of seizing Canada to pay the Alabama claims against England. All were vociferously cheered.

The party are not able to go to the end of the track, owing to the loss of a bridge by the water, which is now higher than it was in '44.

They spend to-night in camp at Fort Riley, and will start to-morrow for St. Louis.

We clip the above from the telegraphic news of the daily papers, more for the purpose of picking up the straws showing the drift of the great enterprises of the day, than to give currency to the Utopian notions elicited during a frolic.

Cleveland, Columbus and Cincinnati R. R.

The earnings and expenses of this road for the years ending December 31, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers.	\$974,220 34	\$628,230 33
" freight.....	1,120,451 68	1,072,325 09
" express.....	55,275 95	43,009 21
" mails.....	31,243 00	31,243 00
" rents.....	81,837 05	75,714 85
" Berea Br'ck	2,883 44	7,758 98
" mile'ge of cars	10,972 58	10,603 70
" division of earnings with L. M. and C. and X. R. R.	37,739 73	16,867 31
" other sources.	3,603 73	2,677 48
" dividends on stock owned in Bellefontaine rail'wy	67,905 00	45,270 00
	\$2,386,132 50	\$1,933,699 95

Expenses, viz.:	
Transportation exp.	\$428,778 78
General expenses...	27,623 75
Repairs of track.....	491,827 21
" locomotiv's	133,178 17
" cars.....	109,305 98
" buildings..	94,233 75
" bridges.....	34,523 58
" fences.....	8,821 59
Fuel.....	157,063 82
Damages & gratuities	38,343 73
Oil and waste.....	19,587 77
Telegraph exp's.....	7,334 16

	\$1,550,622 29	\$1,254,016 94
Earnings less exp.	\$835,510 21	\$679,683 01
Taxes, state & nat'l.	\$137,577 40	
Balance of interests.	20,199 97	
		157,777 37

Net over all expenditures.....\$521,905 64

Dividend August 1,	
1866, 4 per cent.....	\$239,860 00
Dividend Feb. 1,	
1867, 4 per cent.....	\$239,888 00
	479,748 00

Balance.....	\$42,157 64
Add balance from previous year.	39,200 10

Surplus as in Gen'l Bal. Sheet.. \$81,357 74

Compared with the previous year there has been a decrease in gross earnings of \$452,432 55, with a decrease in working expenses of \$296,605 35. The entire expenditure shows a decrease of \$337,639 46, and the net earnings a decrease of \$114,793 09. The report says:

The falling off in gross earnings is attributable to several causes, the principal of which are the opening of routes by the rivers and by railroads which were closed during the war, the opening of new and competing routes by rail, and the failure of the wheat crops of 1865 and 1866 throughout almost the entire States of Ohio and Indiana, the diversion of the provision crops of the same States from the eastern markets to supply the deficiency in the south-western States, caused by the waste and destruction of war, and the excessive competition incident to a light traffic, and an excess in the facilities for transportation. It may not be improper here to express

the opinion that with the return of fair average crops and business to its natural channels, will return to the company fair average net earnings as compared with previous years. It will be borne in mind, however, that since the commencement of the war the capital stock of the company has been increased to twenty five per cent., (which increase was divided among the stockholders *pro rata*), consequently the same net earnings will produce lower rates of dividends than before such increase was made.

The new Union Passenger Depot at Cleveland (costing \$475,000, and in which this company has one-fourth interest) was so far completed as to be opened for use on the 12th day of November last. The advantages in the facilities which it affords for the rapid transmission of passengers and baggage, from and to the trains of the different companies occupying it, cannot be overestimated. Its erection was indispensable, as the old depot formerly occupied, being erected over the waters of the lake upon piles, from general decay had become unsafe for the passage into it of heavy locomotives and trains of cars loaded with passengers.

The operating expenses were 64 per cent. of the gross earnings, and the total expenses 73 per cent. of the same—a decrease of 2.8 per cent. as compared with the previous year.

The amount and cost of materials used in track repairs during the year have been as follows:

164 tons new rails	\$16,016 44
4,091 tons re-rolled rails.....	174,724 80
9,088 repaired rails.....	6,053 04
82,377 new cross-ties.....	37,063 36
12,530 lbs. joint-chairs.....	7,443 52
220,706 lbs. iron joist splices.....	13,357 28
104,915 lbs. joint bolts and nuts....	9,746 10
174,630 lbs. spike	11,230 28
Frogs and switches.....	8,787 30
Renewing cattle g'rds and culverts	11,659 00

The cost for repairs of locomotives per mile run was 9.91 cents. Total cost for fuel per mile run by engines was 13.9 cents. The consumption was 38,468 cords of wood, and 3,400 tons of coal. The use of coal for locomotives has been discontinued, in consequence of the high price of coal, and increased cost of repairs to locomotives.

Eleven persons were killed during the year, six of whom were employees of the company, and the remainder were persons walking on the track.

The equipment of the road consists of 43 locomotives, 20 first-class and 4 second-class passenger cars, 6 baggage, 3 mail, 1 mail and baggage, 468 house, 109 stock, and 160 flat cars.

Miles run by locomotives with passenger trains, 351,787; with freight trains, 458,683; with fuel trains, 50,908; with repair trains, 18,823; switching trains, 175,391—total 1,055,592 against 967,820 in 1865, an increase of 87,772.

The number of passengers carried, including 837 soldiers, was 398,561, of which 331,277 were way, and 67,284 through. Number of passengers carried one mile, 22,343,052. Average rate received per mile, 2.81 cents. Tons of freight transported, 517,199; do. carried one mile 45,153,089.

During the year \$25,000 of the bonded debt has been paid, leaving \$450,000 yet due, which matures at the rate of \$75,000 per year until the whole sum is paid.

The assets and liabilities of the company December 31, 1866, were as follows:

ASSETS.

Road and depots.....	\$4,070,000 00
Equipment.....	790 000 00
Stock in Bellefontaine R'way Co. 1.....	131,750 00
Materials on hand.....	315,418 91
Cash.....	372,763 82
Bills receivable.....	2,503 75
Balance due from other Co.'s and agents.....	19,987 42
Bellefontaine Railway Co. bonds.....	51,000 00
Real estate not used for road and depots.....	14,708 02
Wood lands.....	2,343 82
Insurance scrip.....	770 00
	\$6,771,245 74

LIABILITIES.

Capital stock.....	\$6,000,000 00
Mortgage bonds.....	450,000 00
Dividends payable February 1st.....	239,888 00
Surplus.....	81,357 74
	\$6,771,245 74

President.—L. M. HUBBY.

Directors.—David Dows, Erastus S. Prosser, Amasa Stone, Jr., Stillman Witt, Martin B. Scott, Samuel Williamson, Joseph Perkins, Solomon D. McMillan, Leander M. Hubby, Hosea Williams and John Miller.

Secretary and Treasurer.—Geo. H. Russell.

Superintendent.—E. S. Flint.

THE FRENCH WAR VESSEL "GUIENNE."—A special correspondent of the New York Herald, writing from Rochefort (France) under date of March 20, 1867, and giving an account of the vessels in process of building and on the stocks at that place, describes the iron-clad frigate *Guienne*, which is now nearly completed. It is expected that she will be launched in August next, and that she will be one of the most formidable vessels belonging to the French navy. The correspondent says:

"The *Guienne* is of five thousand tons burden, with an engine of a thousand horsepower, and is pierced for fifty-six guns, among which will be fourteen 300-lb. guns, carrying cylindrical and conical shot and shell. She is built with a sharp stern, thus greatly diminishing the chances of a successful 'fire in the rear,' or of the successful 'punching' of the spur from a ram. She is covered with iron plate of fifteen centimeters (nearly six inches) in thickness above and twelve centimeters below the water-line.

"The experiment is to be tried of sheathing these plates with copper, in order to prevent their oxydization. Besides her broadside guns she is pierced for an immense bow gun, directly under the bowsprit, and the commandant's cabin, which is away aft, is so arranged that the side and stern windows may be easily taken out and five more guns put in. On the deck and amidships is what the engineer's, adopting the English word, call a 'blockhouse,' which is an iron clad tower, not intended for guns, but simply as a lookout for the commander of the ship during action. It is iron-clad and shot-proof to within about six inches of the top, which is of glass, through which the commanding officer can watch the action, and inside a telegraphic apparatus communicating with all the posts in the ship is to be placed, through which he will give his orders." The speed of the vessel is expected to be about ten knots per hour. It is said that the emperor takes a lively interest in this vessel, and when she is launched, he will be present to witness her introduction to her future element."

Mississippi and Tennessee Railroad.

Memphis, Tenn., is connected with Louisville and the north by a railroad line of 377 miles, and with New Orleans by a line of 393 miles—making the length of the grand route from Louisville to New Orleans 770 miles.

The Mississippi and Tennessee Railroad is a link in the southern division of this railroad chain, occupying the space (about 100 miles) between Memphis and Grenada, the latter being the point where it makes connection with the Mississippi Central and Tennessee Railroad, which is continued by the New Orleans, Jackson and Great Northern Railroad to New Orleans.

To get to Mobile from Memphis it is necessary to go east on the Memphis and Charleston Railroad to Corinth, 93 miles, and then south by the Mobile and Ohio Railroad 328 miles—making the route from Memphis to Mobile 421 miles. By an extension of the Mississippi and Tennessee Railroad from Grenada to the Mobile and Ohio Railroad at Artesia, a distance of about 75 miles, a more direct route would be made, and the distance between the ultimate termini be reduced to 394 miles. This improvement is in contemplation.

When the late war ended, the Mississippi and Tennessee Railroad was a complete wreck, and literally without rolling stock. On the 1st May, 1865, only 30 miles were in operation. The finances of the Company were in a most desperate condition; not an available dollar on hand, nor assets on which money could be realized. By pledging future freight, however, some \$65,000 were raised, and the work of reconstruction commenced in the month of July. Inadequate as this amount was for the purpose, it afforded a basis of credit, and, aided by the receipts from operations, which increased as the work progressed, the whole line was made fit for ordinary use early in the ensuing January. The reconstruction and restocking of the road, however, was chiefly the work of the fiscal years 1865-66, the doings of which are covered by the 10th annual report of the company now before us, and were accomplished at a cost of \$381,018. The total damages by the war are estimated at \$310,250, of which \$117,650 is credited to the Federal, and \$132,600 to the Confederate forces. All this destruction, and that incident to time and disuse had to be replaced. This has been accomplished so far as the immediate needs of the company require, but still much remains to be done to make the road safe and durable.

The following statement compares the earnings and operating expenses for the year ending September 30, 1860 and 1866. In the first year the road was incomplete, and only 81 miles in operation; in 1865-66 the whole road was not operated until Jan. 3, 1866, and probably the average length operated did not exceed that of 1859-60:

	1859-60.	1865-66.	Increase.
Passenger earnings.....	\$77,598 28	\$164,878 55	\$87,280 27
Freight ".....	150,050 06	189,476 88	39,426 82
U. S. Mail ".....	4,423 00	4,383 33	138 33
Express ".....	1,447 75	7,402 41	6,354 66
Privileges.....	177 50	511 00	333 50
Gross earnings.....	\$233,794 59	\$367,262 17	\$133,547 68
Gross expenses.....	106,692 41	252,926 29	146,233 88
Net earnings.....	\$127,012 68	\$114,325 88	

Included in the expenses of 1865-66 is the sum of \$59,403 60 checked as extraordinary, which makes the ordinary expenses at \$193,522 69, and the net earnings at \$173,729 48, being an increase over those of 1859-60 of \$46,617 30.

The amount of rolling stock on hand at the

close of the fiscal years 1859-60, 1864-65, and 1865-66, is shown as follows:

Sept. 30, 1860, locomotives 7, passenger cars 6, mail, &c. 3, box freight 37, platform 68, total 114; working cars 22; 1865, locomotives 5, passenger cars 7, mail, &c. 1, box freight 38, platform 39 total 85; working cars 18; 1866, locomotives 8, passenger cars 7, mail, &c. 1, box freight 52, platform 39, total 99; working cars 22—more than one-half of them requiring repairs, and many of them entire refitting.

The financial condition of the company as of October 1, 1860 and 1866, compares as follows:

	1860.	1866.
Capital stock.....	\$20,326 69	\$25,399 49
Funded debt.....	78,700 00	1,069,600 00
Mississippi 2 p. c. fund.....	20,949 07	20,949 09
Bills Payable.....	209,946 67	467,475 09
Small notes circulating.....		115,141 95
Other accounts.....	43,223 49	122,028 96
Transportation past year.....	218,434 65	367,352 17
Cash.....	1,948 84	
Profit and Loss.....	229,084 35	1,553 61
Total.....	\$2,329,917 76	\$2,909,400 34

Against which are charged as follows, viz:

Construction.....	\$1,603,427 11	\$2,010 131 12
Equipment.....	168,203 09	185,932 84
Interest and Discount.....	379,787 11	
General and contingent exp.....	74,292 31	53,454 61
Operating accounts.....	79,854 68	240,979 32
Reconstruction.....		362,437 08
Bills receivable.....	12,915 05	2,359 75
Individual accounts.....		119,463 14
Other accounts.....	11,438 41	4,623 81
Cash on hand.....		10,118 47
Total....	\$2,329,917 76	\$2,909,400 34

The funded debt at the two dates stood comparatively as follows:

	1860.	1865.
Tennessee loan 6 per cent.....	\$94,000	\$167,800
First mortgage, 7 per cent.....	40 000	600 000
Income bonds, 10 per cent.....	88,500	297,500
Mississippi loan, 6 per cent.....	199,200	
Convertible bonds, 8 per cent.....		4,300
Total (as above).....	785,700	\$1,069,600

The floating debt (viz., bills payable, circulation and other accounts) as per ledger,

Amounts to.....	\$725,595 07
Add coupons on 1st mortgage bonds past due.....	\$108,242 67
Add coupons on income bonds past due.....	1:8,201 27—236,443 94

Total fundable in 8 per cent consolidated bonds.....\$962,039 01

The income bonds which fall due in 1870, will also be fundable in the same bonds.

When all this funding has been completed the total bonded debt will be \$2,067,800, and the interest thereon \$156,068. The ability of the road to earn this amount cannot well be questioned, and before the funding is completed it should earn a much larger amount. The earnings over ordinary expenses as heretofore shown, for the year 1865-66, with an incomplete road and a deficiency in rolling stock, amounted to \$173,729 48.—*Financial Chronicle*.

NEW MODE OF WELDING METALS.—The following is brought forward by Mr. Bernard Lietar, of Brussels, as "an improved method of welding iron upon iron, steel upon steel, and iron upon steel":—"1 kilogramme of flings of iron or steel; 100 grammes of salt of ammonia; 60 grammes of borax; 50 grammes of balsam of copaiba. Calcine the whole and reduce to fine powder. For an ordinary solder one of the pieces of iron or steel is heated to a red heat, and after the part to be soldered has been carefully cleaned with a file or wire brush, the above composition is spread upon it, and the second piece at a white heat is immediately placed upon it and welded together."

The New York Central Railroad and Gold Fares.

The question of the right of the New York Central Railroad Company to charge gold fares was argued before the Supreme Court at Binghamton on Tuesday, May 21, Judge Balcom presiding.

On the 7th inst. a passenger named Hiram Lewis went to the Central Railroad ticket office in Syracuse to buy a ticket for Canastota, 22 miles distant, offering a "greenback" in payment. The bill was refused by the company's ticket agent, who demanded payment in gold or its equivalent. Mr. Lewis then paid his fare in currency at the ruling gold rate, and soon afterward brought suit against the company to test their right to make this demand. On this issue the argument took place at Binghamton. C. B. Sedgwick appeared as counsel for the plaintiff; Judge Pratt for the railroad company.

It was argued by Mr. Sedgwick on the part of the plaintiff, and claimed that the act of Congress declares that greenbacks shall "be lawful money and a legal tender in payment of all debts, public and private, within the United States, excepting duties on imports and interest" on certain government debts. The said act of Congress, he contended, was constitutional and valid, and in support of this he cited many eminent authorities, and claimed that the notes presented by plaintiff were tender "in payment of debt when given as railroad fare, within the intent and meaning of said act. The act of incorporation provided also that they should "carry way passengers on their route at a rate not to exceed two cents per mile, and defendants, as common carriers, were bound to receive all persons who applied for passage and who tendered fare. The law raised an implying contract to that effect between defendants and the public, and in legal contemplation the case at law was the same as though a written contract existed between plaintiff and defendants, whereby defendants agree to carry plaintiff on their road at two cents per mile, and plaintiff agreed to pay at that rate in advance therefor. This obligation of the plaintiff was a debt. (Numerous authorities were here cited in substantiation of this principle.) "A debt was that which one person was bound to pay or perform for another." It made no difference whether the contract upon which the money arose was executed or executory. In taking 55 cents in United States notes from the plaintiff for 22 miles of travel, the defendants asked and received to exceed two cents per mile. The 55 cents taken was lawful money, and was "precisely the same in legal contemplation as a piece of gold coin of the same denomination." The defendants having asked and taken from plaintiff a greater rate of fare than allowed by law, he contended that judgment should be ordered in favor of plaintiff for \$50 and costs.

Judge Pratt, for the railroad company, argued and claimed that the several notes making Treasury notes a legal tender in the payment of all debts were not authorized by the Constitution, and were therefore void and of no effect. That question having been settled against them by the Court of Appeals, the point was simply taken that the defendant might avail itself of it. If the case should ever reach the Supreme Court of the United States, the right to require payment of fare in coin would not be tested unless some legislation had restricted or taken away that right. The acts of Congress authorizing the issue of Treasury notes to circulate as money were the

only ones that bore on this point. On this point it was claimed that the subject of private contracts was a matter plainly of State legislation; that the State was prohibited from making anything but gold and silver coin a tender in payment of debts. Until 1862 it had never been suggested by any jurist or commentator upon the Constitution that any such power was vested in Congress. This right was only assumed in a case of natural emergency, was of doubtful policy, and was denied by able jurists. It was, therefore, clear that the statutes in question should be strictly construed, and should not be extended beyond the strict letter thereof. In the next place, the payment of fare on a railroad was not the payment of a debt, and did not come within the letter of the statute making Treasury notes a legal tender in the payment of debts. The payment of fare was like the payment for an article sold, where the vender could demand gold, silver or paper, in exchange therefor. The person might refuse to sell his goods for anything but specie or its equivalent. The amount of way fare was limited; but that did not give it the character of a debt. It was submitted, again, that the terms used in this act were not such as are usually used in statutes in which it was designed to make any kind of money a legal tender in all business transactions. They were not the terms used in our own national laws regulating the value of the different kinds of coin, and what shall be a legal tender. In proof of this a number of instances were produced from "Brighton's Digest," and the English statutes, Judgment, on these grounds, was claimed for defendant.

The papers on both sides were then submitted. The decision will be rendered in July next.

Australasia.

In the hurry of domestic concerns, says the *Economist*, it rarely occurs to us to note the progress of commerce in other quarters of the vast area of civilization. Practically, we ignore the fact that Great Britain has vast colonies in the Pacific, similar to our own in resources, occupied by an active and progressive population, and destined to become an important competitor with the United States in the products of the mine and the field. Australia and California started in the race of progress about simultaneously and under like impulses. Australia drew its population chiefly from Great Britain; California from Great Britain and Ireland, Europe and the States of the Federal Union; but California has to-day a population of about half a million, while the population of Australia has grown to nearly two millions. There is perhaps nothing within the history of civilization presenting such a ratio of progress as has been realized in the case of these colonies.

A petition recently presented to the Queen, praying for an increase of postal communication with the Australasian dependencies of the Crown, makes the following extraordinary statement:

"The imports into the six colonies during the year 1865, as valued at the different ports of arrival, amounted to £35,000,000; and although the estimate includes the inter-colonial trade carried on by your Majesty's Australasian subjects, and the imports from foreign countries, by far the greater part of this seaborne commerce assists in sustaining the manufacturing power of the United Kingdom. Their exports, consisting principally of gold

and wool, for the same period amounted to more than thirty millions."

The same document states that the colonies of Victoria and New South Wales have produced within sixteen years £150,000,000 of gold; and in ten years the latter colony has exported copper valued at £4,751,638. The colonies combined exported, in 1865, wool valued at nearly ten millions sterling, or \$47,000,000 in gold, or more than the value of the whole wool crop of the United States. The memorial also claims that the colony of Queensland, in addition to its pastoral and mineral wealth, "has established, by successful experiment, its capability of growing both cotton and sugar."

The following are the exports and imports, for 1865, of the several Australasian colonies, a small portion consisting of coastwise commerce:

	Imports.	Exports.
Victoria.....	£13,257,537	£13,150,748
New South Wales.....	9,928,595	8,191,170
New Zealand.....	5,994,977	3,713,218
South Australia.....	2,927,596	3,198,466
Queensland.....	2,505,759	1,153,464
Tasmania.....	762,375	880,965
Total.....	£31,976,639	£30,219,411
Total in Dollars.....	169,000,000	146,000,000

Deducting one-third from these amounts on account of coastwise commerce, we should have \$210,000,000 as the annual foreign commerce of this two millions of population. This would give a ratio of \$105 per capita of the population of the associated colonies; while, in 1860, the foreign commerce of the United States was \$762,000,000, or about \$24 per head.

The following will show the amount of the exports of the leading products of the colonies in 1865:

	Wool.	Gold.	Coal.	Copper Ore.	Grain of all kinds.
Victoria.....	£3,315,109	£8,190,317	£274,303	£618,472	£1,335,748
N. S. Wales.....	1,624,114	2,647,608	£274,303	£618,472	£1,335,748
New Zealand.....	1,141,751	2,256,474	£274,303	£618,472	£1,335,748
South Australia.....	984,337	101,352	£274,303	£618,472	£1,335,748
Queensland.....	885,299	351,695	£274,303	£618,472	£1,335,748
Tasmania.....	351,695	.....	£274,303	£618,472	£1,335,748
Total.....	£9,612,305	£11,055,811	£274,303	£618,472	£1,335,748

A country capable of such a ratio of production must continue to attract capital and population. It is calculated to compete with the United States not only in respect to emigration but to the supplying of certain important products. The late war has unfortunately placed us in a much less favorable position for competing with this, as all other rival countries. We have now enormous taxes to pay to support a national debt; while the Australasians have nothing beyond a light contribution to meet the current expenses of local government. These considerations will be of greater importance in the future than at present; and will be of especial consequence

when all our efforts are put forth for the creation of a great Pacific commerce. Had we freedom of trade, we might be able to turn to most important account the commerce of these growing colonies: for then we should be able to compete with British manufacturers in those distant markets. Our present commercial system, however, closes its eyes to these dawning openings for commerce, and places us at an immense disadvantage in our struggle for ultimate commercial supremacy

PRODUCTS OF THE BULLION MINES OF THE UNITED STATES—The following table, taken from the official returns in the Treasury Department, shows the collections on bullion and the amount of bullion assayed in each State and Territory of the United States during the fiscal year ending June 30, 1866:

States and Territories.	Collections on Bullion.	Bullion Assayed.
California	\$294,121	\$49,020,250
Colorado.....	1,219	219,860
Idaho.....	3,210	535,110
Missouri.....	4	815
Nevada.....	91,635	15,272,246
New Jersey.....	82	13,688
New York.....	43,774	7,295,803
Oregon.....	28,711	4,785,221
Pennsylvania.....	24,265	4,004,218
Rhode Island.....	13	2,211
Utah.....	361	60,278
Washington.....	837	139,533
Total	\$488,377	\$81,389,541

The foregoing compilation does not include the coinage at the United States Mint at San Francisco.* It only includes amounts of crude bullion assayed by the private assayers, upon which they have retained from the amount assayed one-half of one per cent. required by act of Congress, and paid the same to the government tax collector. The coinage of the mint in San Francisco, amounting to upwards of twenty millions, should be added to the above. The receipts of the last month of the fiscal year, ending June, 1866, amounting to over two millions, should be added to the product of Nevada, which increases the amount of bullion assayed in Nevada to over seventeen and a quarter millions, besides one third at least of the bullion product of Nevada was taken to California for coinage or assay, which would swell the product of Nevada to twenty-five millions—more than all the rest of the States and Territories of the United States, not including California. Most of the bullion produced in Idaho was assayed in Oregon. Most of the bullion taken out in Colorado and Montana was assayed in New York and Pennsylvania.—*New York Herald*, April 6.

* The coinage of the Branch Mint at San Francisco for the year ending June 30, 1866, was: Gold, \$18,217,300; silver, \$23,292; total, \$18,940,592.—*Ed. Reg.*

Receipts of the Western Union Railroad Company, for the week ending June 7,—

	1867.	1866.	Inc.	Dec.
Freight.....	\$11,373 04	\$19,730 04		\$8,357 00
Passengers	3,509 95	3,277 60	232 35	
Express and Tel.	320 00	250 00	70 00	
Mail.....	375 00	379 91		4 91
Totals.....	\$15,577 99	\$23,337 55		

Receipts from January 1, to June 7,—

1866.....	\$274 291 09
1867.....	217,377 28
Decrease	\$57,013 81

MASSACHUSETTS RAILROAD LEGISLATION.—The *Boston Journal* reviewing the acts of the Legislature of Massachusetts during its last session, says:

The Legislature loaned the credit of the State to two enterprises which, in the opinion of wise men, are supposed to be rich in good fruits. It granted three millions to the Boston, Hartford and Erie Railroad, and one million to the North Adams and Williamsburg Railroad. The Governor and Council are entrusted with the responsibility of seeing that the conditions of these grants are fully complied with before the scrip is issued. The Troy and Greenfield Railroad and Hoosac Tunnel received an additional grant of six hundred thousand dollars, and the contract for the work is to be given to two contractors who have recently completed the Lake Tunnel at Chicago. The bill to consolidate the Boston and Wooster Railroad and the Western Railroad, is one of the most important acts of the session, and should its provisions be accepted in the proper spirit, it will be a blessing to Boston and the whole State.

HALL'S ELECTRO-MAGNETIC SWITCH ALARM.—The latest railroad novelty is the automatic magnetic switch with which the officers of the New York and New Haven railroad are experimenting. This invention consists in having an electro magnetic alarm or signal applied to the switch in such a manner that, when the switch is not in a line with the main track, a continuous alarm will be sounded in the station house, or a signal can be shown at any distance from the switch; and hence, if a switch-tender, after adjusting the switch in line with the branch track, to accommodate a train, should fail, after the passing of such train, to adjust the switch in line with the main track, the continuous alarm would arrest the attention of the station-master, who would have the switch properly adjusted at once; or the signal shown would give the engineer ample time to stop his train before an accident could possibly occur.—*Gazette, Norwalk, Conn.*

At the recent session of the United States Circuit Court held at Des Moines, an important case was decided, which involves some \$450,000, and is quite interesting to bondholders who had claims against the old Mississippi and Missouri Railroad. The points in the case are these: In order to induce the stockholders of the Mississippi and Missouri Railroad to consent to the sale of that road to the Chicago and Rock Island Railroad, they were promised that a fund sufficient to pay them sixteen per cent. on the value of their stock would be set apart for that purpose. The holders of bonds issued to the City of Davenport, and County of Scott, however, thought that they "could not see it exactly in that light," and more especially so since the bonds had been guaranteed by the Mississippi and Missouri Railroad Company. Suit was brought and the case tried. Judge Grant and the Hon. J. N. Rogers appeared for the bondholders, and Messrs. Cook & Drury for the Railroad Company. The Court decided that the bondholders were entitled to the money set apart to pay the stockholders. An appeal will be taken.

The citizens of Texas interested in the project are urging the importance of the railroad chartered by the last Legislature of that State connecting Columbus via San Antonio with the Rio Grande.

MONETARY AND COMMERCIAL.

As the season advances and the prospects of good crops brightens the hopes of the masses, business men are made to feel that the tide is about to turn, and that there is still a bright future close at hand. In the theory that there was to be a general panic and breaking up of the business community, we have never had any faith, believing that the mass of traders and manufacturers were comparatively free from debt; the alarm of croakers has, however, no doubt been of considerable benefit in disposing prudent men to prepare for the worst, and thereby prevent many of the evils that have been prophesied. We have no doubt now that the bottom has been touched, and that matters will improve, especially if the experience of the government in tinkering with the financial condition of the country, shall be productive of that amount of discretion that would result in the conduct of almost any other similar business. The real condition of the market for loans not only at the present time, but also applicable to nearly all occasions of tightness in the money market, is shown by the following from the *Cincinnati Price Current*, of this week:

"The caution of lenders makes it difficult to borrow, excepting in cases where there can be no doubt as to the security. The fact is, money is abundant and cheap in all the leading markets of the world, and business stagnant, but capitalists lend with great caution, and only upon the best security."

That, however, actual stringency of surplus money, has resulted from acts of the Treasury Department no one can doubt. In narrating the erratic course of the Treasury the *N. Y. Economist*, says:

"At one time last year, it sold within a very few days thirty millions of gold, thereby withdrawing suddenly from the banks forty millions of currency, and producing a Wall Street panic which caused several failures and well nigh became general throughout the country. The Treasury, in order to secure the funding of seven thirty notes, has adopted the policy of selling five-twenty bonds and buying up the seven-thirties. This course is attended with no small degree of disturbance to the money market. The sale of bonds are, at times, largely in excess of the purchases of seven-thirties, in which case the banks are deprived of currency. During the past month, the purchases of seven thirties and compound notes were about \$20,000,000 short of the sales of bonds. The result has been a comparative scarcity of money, causing an advance of 2 per cent. in the rate of interest, and checking the buoyancy of feeling which the promising crop prospects were diffusing throughout every branch of business. Constantly, irregularities of this kind arise in connection with the pending operations, and produce corresponding derangements in financial affairs.

"The contraction of the currency has also been attended with very embarrassing derangements. The action of the Secretary in this matter is altogether discretionary, and nothing is known of the retiring of a few

millions of greenbacks until after the fact is accomplished; when the monthly Debt statement reveals the cause of a stringency in the money market which none had been able to explain.

"The system of national depositories is also fraught with much inconvenience to the public. A considerable proportion of the balances of the Treasury is allowed to remain in the hands of national banks serving as Depositories. The banks, to a certain extent, make use of these deposits, and they become a portion of the funds available for the purpose of loans to the public. They are allowed to accumulate sometimes to a large total, when the Secretary will simultaneously call in the monies from all the depositories. This causes a general calling in of loans by the depository banks, a flurry in the money market, and an advance in the rate of interest. Nothing is known of such movements in advance, and the market is consequently thrown upon its back by surprise.

"There are other operations which induce a certain degree of irregularity in monetary affairs; as, for instance, the payment of interest, which causes a sudden increase in the supply of gold or of greenbacks; or the redemption of short obligations, as in the case of compound notes of which about \$100,000,000 mature within the next seven months. These movements, however, are foreknown, and their effects are consequently anticipated and prepared for.

"It is easy to over estimate the injury resulting from the desultory and irregular operations of the Treasury. They produce a feeling of uncertainty which is exceedingly embarrassing to business. The banks find it necessary to keep an extra amount of unemployed funds, in order to be prepared for the oft-recurring spasms, and are the less disposed to lend money for definite or long periods. Operations dependent upon demand loans are regarded as peculiarly risky, because the operator is more than usually exposed to have his loan called in. In short, the effect is to produce an extreme uncertainty in loans and to render banking risky."

On this topic we might enlarge to a great extent, but we deem it not necessary. That the discretionary and distributing powers of the Treasury should be curtailed and reduced more to the legitimate functions of a government Treasury, we think nearly all will admit. We pointed out a plan for so doing in our issue of Dec. 13, 1866, the main features of which were embodied in a bill presented to the last Congress towards the close of its existence, but for lack of time or other reasons, was, as was remarked by the Cincinnati *Gazette*, "very properly defeated." In our issue of the above date we suggested—

"To prevent the enormous influx of gold into the Treasury, beyond the real wants of the government, enabling the Secretary to disturb the market at will, and spread ruin and disaster like a farmer sowing his seed, and that would also tend to enhance the value of the government issues and make them more nearly approximate the gold standard, would be for Congress to pass a law making greenbacks receivable to the amount of five, ten, or twenty per cent. for customs and lands, leaving sufficient margin so there would be no fears of the government having to go into the market as purchasers of coin."

This would certainly have put a stop to one

of the evils complained of, and the others might also have been obviated by judicious legislation. There can be no question that it is better for us to have as few disturbing elements in our financial system as possible, and that the movements of the government should be above board and regulated by law, and not left open to the caprice and whim of any one man.

The supply of exchange is good, and rates are quoted weak. The following are the usual quotations:

	Buying.	Selling.
New York.....	par	50@1-10 p em.
Philadelphia.....	par	50@1-10 prem.
Boston.....	par	50@1-10 prem.
Gold.....	136 3/4	137 1/2
Silver.....	127@129	130@131

The movements of the New York gold market are shown by the following table of daily fluctuations:

	Opening.	Highest.	Lowest.	Closing.
June 6.....	136 3/4	136 3/4	136 3/4	136 3/4
" 7.....	136 3/4	136 3/4	136 3/4	136 3/4
" 8.....	136 3/4	137	136 3/4	136 3/4
" 10.....	136 3/4	137 1/2	136 3/4	137 1/2
" 11.....	137 1/2	137 1/2	137 1/2	137 1/2
June 12.....	137 1/4	137 1/2	137 1/4	137 1/2

Of the spirit and condition of the New York market the *Tribune* says:

Money is in good demand at 7 per cent. on call, and few old loans are left at much less interest. The bank statement is not favorable to borrowers, and shows that upon a diminished movement that no increase has been made in the reserves, largely made up of compound notes, which as they mature may be paid in National bank notes. Commercial paper sells at 7@7 1/2 per cent. for best, and 8@10 per cent. for good names.

There was a large business in Railway shares at full prices. New-York Central sold at 102 1/2, Erie at 61, Michigan Central at 131, Fort Wayne at 99 1/2, and Rock Island at 90. After the call prices were lower, under free sales to realize profit. Western Union Telegraph were sold at 45. A morning paper says:

The Company have added \$500,000 to their property out of the receipts of the present year, and have also recently paid off about \$250,000 of maturing bonds. Their half yearly cash dividend is 2 per cent. after these disbursements (to come off the present market price of the stock), and as the company have no further sums of funded debt to mature for nine years, they will be free hereafter to increase their cash dividends to the actual rate of their net earnings, and to provide at the same time a liberal sinking fund for their funded debt.

At the second Board the market was lower. Fort Wayne sold at 96 1/2, ex the right to take 15 shares at 90 for each 100 shares of old stock. After the Board the market was strong and active. New York Central, North Western shares and Fort Wayne were in demand at improved prices. Fort Wayne advanced 1 per cent., and sold at 97 1/2. Erie was neglected and weaker than the general list, and sold at 61 1/2. The market closed strong at quotations. The following are the closing prices: New York Central, 101 3/4@101 1/2; Erie, 60 1/2@60 3/4; Reading, 107 1/2@107 3/4; Michigan Southern, 68 1/2@68 3/4; Cleveland and Pittsburgh, 76 1/2@76 3/4; Rock Island, 89 1/2@89 3/4; North Western, 35 1/2@35 3/4; do. Preferred, 59 1/2@60; Fort Wayne, 97 1/2@97 3/4.

The bank statement, though showing a decrease in all the items except specie, shows no change of importance in the amount of

reserve, which is still \$17,900,790 in excess of the legal requirements.

The following statement shows the amount of coin and currency separately in the Treasury at the dates in the foregoing table:

	April 1.	May 1.	June 1.
Gold Coin.....	\$10,356,477	\$114,250,444	\$94,758,418
Currency.....	34,324,827	33,834,551	73,666,165
Total gold coin and currency.....	\$140,285,304	\$148,089,002	\$171,424,583

THE CORK CAR SPRING COMPANY OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,
Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.	
2, 10 " " " 8 1/2 " " 35 " " "	
3, 8 " " " 11 " " 36 " " "	
4, 8 " " " 9 " " 35 " " "	
5, 7 1/2 " " " 6 1/2 " " 30 " " "	
6, 10 " " " 8 " " 40 " " "	
7, 7 1/2 " " " 8 " " 35 " " "	

PHILIP S. JUSTICE, President

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Silver Lead Lands,

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Keep always in stock a full assortment of

BOOKS & STATIONERY AT LOWEST PRICES.

BLANK BOOKS,

Of any desired pattern made to order promptly.

Particular attention paid to BLANK BOOKS and BLANK WORK for

RAILROADS,

BANKERS,

MERCHANTS,

INSURANCE COMPANIES,

MANUFACTURERS,

EXPRESS COMPANIES,

PUBLIC OFFICES, Etc., Etc.

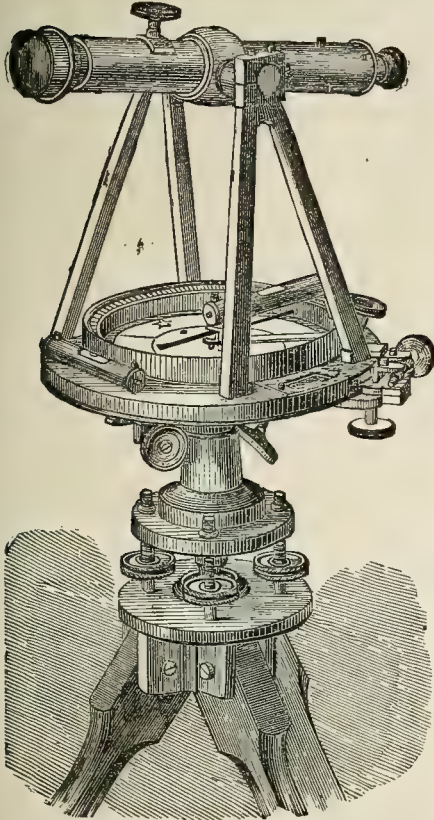
BINDING OF ALL KINDS NEATLY EXECUTED.

Those desiring FIRST CLASS BOOKS can have them done satisfactory at reasonable prices.

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TRANSITS, LEVELS,
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No. 233 Church Street,

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OIL LANDS,

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Productive Wells all

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**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 $\frac{3}{4}$ inches in width, and under. For Tickets over 2 $\frac{3}{4}$ inches in width.

SIZE NO.	NO. OF FORMS.	PRICES.	SIZE NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St., Cincinnati, O

WRIGHTSON & CO.,

Railroad Printers

167 Walnut Street,

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HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards,

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

Way Bills,

Blank Books

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Got out in first-class style, and at as low rates as an establishment in the country.

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.&D.&D.&M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

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J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indianapolis
[Aug. 2, 1f.]

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*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

ocomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

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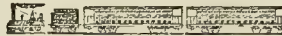
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1867.

CHANGE OF TIME!

By the Broad Gauge Route, the

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TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLIEN	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.15 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE
TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

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A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

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FOR THROUGH TICKETS AND BAGGAGE CHECKS,

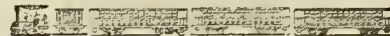
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers front Ye East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRANS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. B.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburgh 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN from the West, leaving Pittsburgh at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburgh to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburgh at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:2 p. m.; Easton at 1:10 p. m. Through cars from Pittsburgh to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:30 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

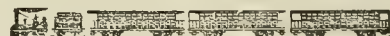
2:10 p. m.—FAST MAIL, from the West, leaving Pittsburgh at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

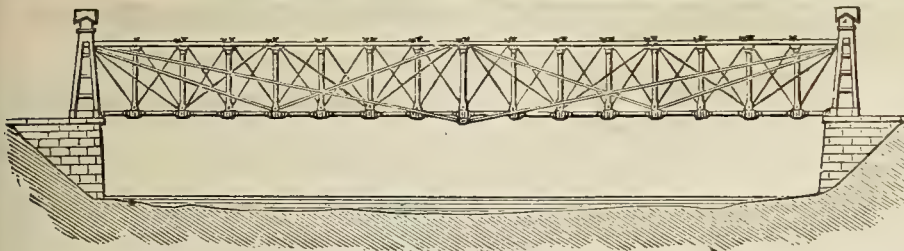
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5.15 P. M.	5.05 A. M.
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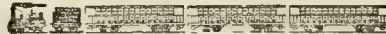
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	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 P. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

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For all information and through tickets, please apply at the depot office, south-east corner of Broadway and Front; or at the Ticket Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

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SUNDAY, JUNE 10th, 1866.

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For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

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FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

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On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.0 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON, } Editors

CINCINNATI:
THURSDAY, JUNE 20, 1867.

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PUBLISHED EVERY THURSDAY MORNING,

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	DEPART.	ARRIVE.
Night Express.....	5:00 P. M.	6:10 P. M.
LITTLE MIAMI.		
Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	2:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....	6:15 A. M.	

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connerville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connerville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

The Meteorology of Ohio.

The Science of Meteorology is yet in its infancy, but a great many facts have been collected—enough to make it quite apparent that a science may be made from these materials at some future time. It seems quite evident also, that there is some necessary connection between the course of the seasons and vegetable production; and also with animal life and epidemic diseases. The latter we know must be the case, when we reflect what a great difference there is between a dry and a wet season in regard to vegetable decomposition. It is this vegetable decomposition which causes autumnal fevers, and also a variety of diseases.

Notwithstanding the great variety of seasons, yet there is a great uniformity in temperature. The temperature in any given latitude varies but little in a series of years. The fall of water and snow, however, does vary very considerably, though, in a long series of years, we may tell nearly the general average. So in regard to the winds;—they seem, to a casual observer, to vary so much, as to be utterly unreliable; and yet, somehow, in the course of a year, the wind will blow nearly the same number of days, from a given quarter, that it did in any previous year. In the State of Ohio, we have a series of observations made by careful observers, and they give us the average law of variation in our climate. Let us examine the results:

1. THE TEMPERATURE.—The following remarks, made by Mr. George C. Huntington of Kelly's Island, in a report made to the Commissioner, express the law of temperature very nearly:

Few persons, except those who have paid particular attention to the subject, can be aware of the uniformity of mean temperature in the same localities, taking periods of ten years and upwards. It appears from tables published by the Smithsonian Institution during the last year, that in a period of twenty-eight years and a half, during which time a journal was kept by Professor Caswell, of Brown University, at Providence, R. I., the mean temperature of Providence was found to be 48.19°; and during the whole of this period the oscillations on either side of this, with the exception of four years, were within one degree. This principle being established, the mean temperature of any place being known, it is quite possible to predict, with a good degree of certainty, one month in advance, what the mean temperature of any given month will be. If, for instance, on the last day of September we wish to know about what the mean temperature of October will be, we deduct the aggregate temperature of the preceding eleven months from the aggregate for the year, and the difference will be very near the temperature of the ensuing month.

One of the curious facts in the history of meteorology was a calculation made by Mr. Huntington for December, January, February and March, 1863-4. After alluding to a general prediction of a cold winter, Mr. Hun-

tington made this estimate on the principle above stated:

Now if these prophecies hold good, they will be at variance with what we think the legitimate deductions from observed facts. In the first place, we have seen that the mean temperature of this locality will not differ materially from 49.63°; this gives an aggregate of mean, for the twelve months of..595.56
The aggregate of mean for the eleven months ending with Nov. 30th, is
found by observation to be.....562.07

Leaving for the mean temperature of
December, 1863..... 33.49

It may be a little above or a little below this; but the difference, whatever it is, will be compensated in a great measure by the first of April, as will be seen when our estimates are completed. For, if we take another view of the case and end the year with March 31st, instead of November 30th, we have the following results:

Say aggregate of mean for twelve months, ending March 31st..... 595.56
Aggregate of mean of eight months—say from April 1st to December 1st, as obtained from observations..... 468.71

Leaving for the aggregate means of
Dec., Jan., Feb. and March..... 126.85
or a mean monthly temperature of 31.71.

The result of these four months given in his next report (Report on Statistics for 1864) was:

In my last annual communication I took occasion to call attention to the striking uniformity in the mean annual temperature of any given place, as ascertained by careful observations continued through a number of years, and observed that this mean being once known, it would be possible to predict, with a good degree of certainty, what the mean temperature of any unexpired portion of any one year would probably be, and to illustrate the principle, made an estimate of what would probably be the mean temperature of the month of December, 1863. Also an estimate of the probable mean temperature of the winter of 1863-4, comprising the months of December, January, February and March. I include March as belonging to the winter season, since it is oftentimes colder than December, and is fully as winterish. This estimated temperature was widely at variance with what seemed to be the generally received opinion, to-wit: that the winter of 1863-4 would be one of unusual severity. This popular belief was based on the alleged fact that certain wild animals, whose instincts were said to be unerring in such matters, had made provisions for an unusually severe winter, both in constructing and storing their habitations.

What was then conjecture has now become history, and it may not be out of place to compare the results of predictions based on the instincts of the aforesaid animals with those based on deductions from observed facts: Our estimate for Dec., 1863, was....31.71 deg. By observation it was found to be...30.91 " or seven-eighths of one degree warmer than estimated.

Again, our estimate for the four months—December, January, February and March, was.....31.71 deg. By observation it was found to be...30.91 " or eight-tenths of one degree below the estimate.

But this kind of calculation, to be accurate, must be based on the average of a long period; and we think there must be more than ten years to give the true average. We are, however, approximating the general laws of meteorology. The following is a summary of temperature for 1866:

The results of temperature in Ohio for the year 1866, at three principal points—Cleveland, Kelly's Island and Cincinnati—as returned by Messrs. Hyde, Huntington and Harper (see tables 1, 2 and 3,) were as follows:

	Cincinnati.	Cleveland.	Kelly's Island.
Mean temperature....	53.4	48.85	49.69
Maximum.....	92.0	95.00	94.00
Minimum.....	-6.0	-11.00	-13.00
Range.....	98.0	106.00	108.00
Mean of ten years....	53.7	49.72	50.05
Latitude.....	39.6	41.30	41.35
Height above the sea	438 ft.	643 ft.	587 ft.

The following inference follows from the above table: 1. That the temperature of Cincinnati is, on an average, four degrees higher than that of Cleveland, which is a natural sequence of the facts that it is two degrees south of Cleveland, and two hundred feet lower. 2. That although Kelly's Island is almost precisely the same latitude with Cleveland, and fifty feet higher, yet the average temperature of Kelly's Island is warmer than that of Cleveland; which is due, no doubt, to the fact of its being an island, tempered by the air of the lake.

The lowest temperature at Cleveland in eleven years was $17\frac{1}{2}^{\circ}$ below zero.

The warmest day in the year, at Kelly's Island, was July 16, when the mean temperature was 86.33.

The coldest day was February 15th— 5° .

The latest frost was April 8.

The notes of Mr. Huntington on the natural climatic phenomena of the year 1866, will be found interesting. (See Table 3.)

	Cincinnati.	Cleveland.	Kelly's Island.
The coldest average month...	January.	January.	January.
The hottest " " " "	July.	July.	July.

The tables of Mr. Huntington show that in four years out of seven January was the coldest month, while in six years out of seven August was the hottest month. This shows what we know to be generally true, that in our climate August and September are dry and hot, while July—which almost invariably has the hottest days—is generally tempered with cool rains.

2. OF THE FALL OF WATER.—In this climate unusual and extraordinary rains have, on the whole, produced worse effects than unusual temperature. In 1858, nearly double the water fell at Cincinnati and Cleveland which fell in 1856. In 1858, it was considerably above the average; but in 1856, it was far short of it. The average fall of water in Ohio is forty inches, but at Marietta, in 1858, the fall was fifty-seven inches; but it was only forty-nine at Cincinnati, and forty-four at Cleveland. At Marietta twelve inches of water fell in the month of May. Generally, in Ohio, rains are heavy in May, and sometimes in June. The rains of May and June, 1858, greatly reduced the cereal crops, and almost totally destroyed the fruit. In 1860, the fall of water resumed its normal condition, and the consequence was very heavy crops.

The crops of the State were the largest ever raised.

In 1863 the average fall of water in Ohio was 33.68 inches. This was *seven inches below* the normal average of the State, which is forty inches. Thus we find, at the distance of five years (from 1858) a *deficiency* in the fall of water which balances the surplus of 1858! This is a curious result, which proves, if reason did not teach us, that there are somewhere in nature laws which make an ultimate balance and uniformity in climate. There is a compensation for all the surplus or deficient action of climatic phenomena, in whatever department. The result of deficient fall of water must, for the time being, be injurious. Accordingly, we find that drouth prevailed, in that year, through a large part of the State, severely injuring most crops. The month of May was very dry. This dry weather continued in June and July, preventing a large crop of corn.

Thus we find the fall of water varying from 33 to 57 inches, while the temperature for a year varies but little from the general average.

The Commissioner of Statistics says:

The variations of *humidity* in any climate makes one of the most important elements in the consideration of vegetable production.

The following table of the amount of water which fell at various places in Ohio during a series of years, will afford a view of the average humidity of the State, and of particular localities:

	Time.	Depth of Water.
Cincinnati.....	16 years.	48.02 inches.
Marietta.....	5 "	43.82 "
Steubenville.....	10 "	35.33 "
Hillsborough.....	3 "	40.71 "

These are all the points from which I have been able to obtain data for a sufficient length of time to establish a general average. These observations were all made by scientific gentlemen and accurate observers. These places were, however, all on or near the Ohio River. There seems to be most decided difference in the fall of water, between the south-western and north-eastern portions of the State. Between Cincinnati and Steubenville, where the observations were continued the longest, there is a difference of *thirteen inches* in the mean fall of water. There is also a very great difference at the same place in different years. Thus, at Marietta, the average fall of water in 1838, '39 and '40, was 35.96 inches; but the average of the years 1858 and 1859, as recorded in my reports, was 55.60 inches—a difference of 20 inches.

3. THE COURSE OF THE WINDS cannot, of course, be very accurately determined; but it is found that the winds, even in the most uncertain climate, obey certain laws. In the south-western part of Ohio, the south-west wind prevails more than any other. In the Summer and Autumn, the wind blows from the south-west three-fourths of the time. The tendency of winds, as well as of storms, is to pass up valleys. The currents of air coming over the Gulf of Mexico pass into the Mississippi Valley, and on the east side take the general direction of the Ohio. Hence, the prevalence for several months of the south-west wind.

Meteorology is a very interesting subject, and, if ever reduced to a science, will be a very useful one. Had observation been continued for a long time, there would be a science.

Railroads to the Pacific.

The question of *a railroad or no railroad* to the Pacific has long been a settled one in the minds of the American people; and indeed we so considered it when, in the summer of 1856, we penned, and with the aid of S. W. INGE and the other Delegates from California, succeeded in incorporating the following resolution into the Platform of the National Democratic Convention that assembled at Cincinnati in that year:

"Resolved, That the Democratic party recognizes the great importance, in a political and commercial point of view, of a safe and speedy communication, by military and postal roads through our own territory, between the Atlantic and Pacific coasts of this Union; and that it is the duty of the Federal Government to exercise promptly all its constitutional power for the attainment of that object."

For a number of years previous we had labored to create the necessary public sentiment that induced so powerful a political party to take this action, being well aware that nothing national could be accomplished without politicians, and that politicians seldom or never lead the public sentiment, but rather follow it, and when it is about to become popular, then advocate it as the great idea of the age.

The condition of California, and the necessity for the completion of this great enterprise, was graphically portrayed by Mr. INGE on the occasion of casting his vote in the convention, at which time he made the following remarks—true at the time, and no less so at the present moment:

The expression of preference for Mr. Buchanan, on the part of our State Convention, left the delegation in no doubt as to the course proper for them to pursue. But the State Convention, at the same time that it expressed, in distinct terms, its preference for Buchanan, virtually instructed us to obtain from this National Convention of the great Democratic party, a full endorsement of the policy of a safe and speedy communication, through our own territory, between the Atlantic and Pacific coasts of this confederacy. It must be conceded that no achievement of American arms or diplomacy, has redounded more to the prosperity and glory of our country than the acquisition of California.

I am deeply grateful to this Convention for the consideration accorded to the distant State of California. This Convention remembers, Mr. President, that we have traveled six thousand miles, traversing two oceans, and braving the fiery sun and the deadly malaria of the tropics, to meet our democratic brothers here, and to aid in this glorious consummation. [Applause.] The acquisition of California, as I have said, was justly regarded as the most brilliant achievement of the American arms. To accomplish it much of the most precious blood of the republic has been shed, and millions of treasure have been lavishly expended. From the year 1800, from the days of Jefferson to the treaty of Guadalupe Hidalgo, the acquisition of that territory, has been a paramount object of American diplomacy. It has ever been the dream of

our statesmen, and an object dear to the hearts of our people to make America an ocean-bound republic. [Applause.]

Well sir, that country has been acquired. She is now a member of our ocean-bound confederacy—the brightest star in the glorious constellation of American States. [Applause.] There she lies before you sir, filled with an industrious and energetic population; with her vast commercial and agricultural resources; and with a climate, whose geniality attests, more than any other creation of Omnipotent power, the beneficence of God to his creatures. Above all she is distinguishable from her sisters, by the golden treasures, sparkling in exhaustless profusion upon her surface, and which lie embedded in her snow-capped mountains. But with all these facts entitling California to the favorable consideration of the federal government, after having been a sovereign member of the confederacy for nearly six years, after contributing five hundred millions of dollars to the wealth of the country. What has been done to facilitate communication between the Atlantic and Pacific coasts of the confederacy? California, at this day, remains isolated in position, and practically out of the Union, by the failure of Congress to establish the means of an overland communication. On this subject the masses of the American people are united. State legislatures, mass meetings, the press of the country with its thousand tongues, have urged upon Congress prompt and efficient legislation, for the attainment of this great national object. Look, for a moment, at her present condition. The route across the plains, infested with hostile Indians, is no longer open to the adventurous march of the emigrant. In Nicaragua civil war rages; in the midst of which there is no protection to life and property. The emigrant can only pass there, between files of contending soldiers, and with feet stained with human blood. At Panama, the brutal and savage negro, animated by the hope of plunder, have recently assailed our unarmed countrymen, inflicting death indiscriminately. Upon both the Isthmus routes, danger, disease and death stand in frightful array along the pathway of the emigrant. Sir, we ask that the federal government may exercise all its constitutional power, to provide a safe and speedy communication over our own territory between the Atlantic and Pacific coasts of this Union.

The endorsement (procured mainly through the efforts of our deceased brother, W. WRIGHTSON) by the Republican Convention, that met in Philadelphia the same year, was equally decisive, and thus both of the leading political parties were committed to the enterprise, and the whole country approved of their action.

Congress finally matured plans, and we have now at least two of them making rapid strides toward the setting sun. Others must soon follow; the trade of Sitka, and the low gradients of the Northern route, the great mineral wealth, as well as the agricultural resources of Minnesota, Dacotah and Montana, must soon force the connection of the basin of the lakes with Puget's Sound by means of the Northern Pacific Railroad.

Not less important to the country is the combinations now formed by Gen. FREMONT for the construction of the Southern route,

that will have St. Louis, Memphis and Charleston, and New Orleans, for eastern termini, with a concentrated line, beginning probably near Fort Chadbourne, in Texas, and terminating on the Gulf of California, traversing Missouri, Arkansas, Texas, touching New Mexico, and going through Arizona, and perhaps portions of Chihuahua and Sonora.

Of the two routes now under construction, the direction of the most Northern one, starting at Omaha, we regard fixed. Its western terminus is designed to be San Francisco; the destination of the other, however, is not so certain. It appears to be a sort of groping in the dark; and the only light that we have of its probable future direction is the speeches of Senator Wade's excursion party, all of which point in a southerly direction towards Santa Fé. If this shall be its course, it will probably go *via* Albuquerque, traversing the central portion of Arizona, and reach the Pacific at San Diego. Many great advantages are claimed for this route over its immediate northern competitor, some of which will undoubtedly prove of great value, while the Omaha road will have the prestige of being the furthest advanced, and apparently the most direct route between the leading cities of the Atlantic and Pacific slope. Besides, it has legislation enough to carry it through; but the Kansas route will need more, as it will soon reach the end of its string. This we have no doubt will be readily granted, (to all three, the Northern, the Kansas and the Southern,) if we may judge by the tenor of the following:

At a meeting held by Senator Wade's excursion party, at the Southern Hotel, before they left the city, the following committee was appointed to draft resolutions embodying the views of the party: Hon. Messrs. Chandler, of Michigan; Howe, of Wisconsin; Yates and Trumbull, of Illinois; Cattell, of New Jersey; John Covode, of Pennsylvania; General Boynton, H. V. Parsons and General Stager, of Ohio; and W. H. Painter, of Pennsylvania.

The following resolutions were unanimously adopted:

"1. That we highly appreciate and applaud the wisdom, foresight and courageous persistence of the patriotic men who inaugurated the grand enterprise of the Pacific Railway, and believing its feasibility and utility have been already clearly demonstrated, we congratulate them and the country upon the success which has crowned their efforts.

"2. That being fully satisfied of the many advantages attending the location of the road through Kansas, by reason of the inexhaustible fertility of the soil, the salubrity of the climate, and the industry and intelligence of its rapidly-increasing population, we earnestly recommend it to the cordial support of the Government and the capitalists of the country.

"3. That, after a personal survey of a part of the country through which the Eastern Division of the Pacific Railway is located, we confidently predict that the successful prosecution of that road will effect the best and most economical solution of the Indian question, by inviting a continuous line of settlements across the continent, and by affording at every station a base of operations for such

military movements as may hereafter become necessary.

"4. That this railway to the Pacific, by a large reduction in the cost of transportation, will more than repay the Government of the United States for bonds loaned to aid in its construction, and that the interests of the Government and the American people require that this road should be completed to the Pacific coast in the shortest practicable time."

Toledo, Wabash and Western Railway.

This company, composed of the Toledo and Wabash Railway Co., the Great Western Railroad Co. of 1859, the Quincy and Toledo Railroad Co., and the Illinois and Southern Iowa Railroad Co., merged into one, by articles of consolidation, on July 1st, 1865.

The line of the road now extends from Toledo, Ohio, and terminates at Quincy, Illinois, and Keokuk, Iowa, with a branch running to Naples, Illinois, making the entire length of road operated about 520 miles.

No official report having been issued for the half year ending December 31st, 1865, the material facts and statistics incident to that period, will be found embodied in this report.

The following is a statement of the receipts and expenses for the one and a half years ending December 31st, 1866:

	Half year. 1865.	Full year. 1866.
From passengers.....	\$896,962 48	\$1,322,846 78
" freight.....	1,020,258 38	2,209,427 35
" mails.....	26,000 00	52,000 00
" express.....	49,042 10	98,345 17
" miscellan'us	40,846 59	34,766 92
Totals.....	\$2,033,109 15	\$3,717,386 22
Expenses, viz.:		
Renewals of iron and superstructure.....	\$109,017 30	\$241,051 79
Maintenance of roadway and structures.....	338,024 86	624,066 25
Maintenance of cars, engines, &c.	276,837 12	556,605 78
General transportation and other expenses.....	763,558 98	1,389,462 68
Totals.....	\$1,487,438 26	\$2,811,186 50
Leaving a net balance of.....	\$545,670 89	\$906,199 72
The receipts from all sources, and disposition of the same during the periods named, were as follows:		
Total net earnings, as above....	\$1,451,870 61	
Sinking fund bonds (one million)	1,000,000 00	
Isaac H. Knox, Treasurer on equalization account.....	665,726 19	
Bills payable.....	15,500 05	
Bank acc't—ov'r dr'ft.....	\$71,790 53	
Less due from U. S. and connecting roads, held as cash.	55,586 13	
		16,204 40
Total.....		\$3,149,301 20
And the disbursements were:		
Construction.....	\$316,432 90	
Equipment.....	260,721 22	
Machinery and tools.....	26,819 88	
Interest on bonds, etc.....	1,285,895 62	
Illinois and Southern Iowa R.R.	129,807 97	
Discount on bonds sold, etc.....	201,841 28	
Equalization account.....	700,300 27	

Advanced for wood and supplies in shop.....	200,465 43
Toledo and Wabash Railway Co.....	17,016 63
Wabash Elevator stock.....	10,000 00

Total, as above.....\$3,149,301 20

It will be seen from the preceding statements, that the company, after having promptly paid the interest upon each and every class of its funded obligations, including the dividends upon its preferred stock, closes its fiscal year in a sound financial condition, and without any floating debt or outstanding liability whatever.

It being deemed for the interest of all parties concerned, that the various classes of bonded securities, issued by and bearing the titles of the several corporations now represented by this company, should be consolidated into one and the same mortgage debt, the board of directors has decided to create and issue its coupon bonds, entitled "Consolidated Mortgage Sinking Fund Convertible Bonds," of sufficient amount, and for the purpose of retiring all of the said outstanding securities. To secure the payment of the principal and interest of these bonds, it is proposed that one general mortgage shall be executed, covering the entire real and personal property of the company from Toledo to the Mississippi River, and which will constitute, in fact, the first mortgage lien upon the consolidated property of the company. For the purpose of giving these consolidated bonds a special advantage and value, the mortgage securing them will not only embrace the entire amount of property pledged for the old bonds, but a large and valuable amount heretofore entirely free and unencumbered, besides original liens upon important contracts, accessions and franchises more recently acquired.

The time and conditions for the exchange of these consolidated bonds for those outstanding, will soon be made known, and it is confidently believed that when their true value and character are fully understood, they will take a prominent position in the market, and be esteemed a superior security to those of the old companies, which are predicated upon detached portions of a naturally indivisible property.

The revenues of the company have thus far been very seriously impaired, in consequence of the extraordinary disasters which have befallen the wheat crop throughout the entire extent of country traversed by our railway, and which, for a period of two successive years, have proved of so general and so severe a character as to involve its almost total destruction. This important and almost inexhaustible staple has uniformly constituted one of the chief and most reliable elements of the traffic of our road, and even in its partial loss, we sustain a damage that, to some considerable extent, affects our whole general pecuniary prosperity. In evidence of the nature and extent of this loss, it may be stated that our freight records show that the actual falling off in the tonnage of wheat and flour, during the period under review, as compared with the same period of previous years, is equal to fully five and one-half million bushels, the earnings upon which, at the usual average rates of charges, would have been \$660,000. Reference is made to this unfortunate occurrence, so out of the usual and ordinary course of events, that the shareholders may, in some degree, appreciate the character of the difficulties and adversities so unexpectedly encountered, and trace in them a satisfactory explanation of the inability of the company

to declare a reasonable dividend at the close of the year.

Otherwise the increase in each and all other branches of traffic upon the road, as compared with past years, has been marked and encouraging. The coal and lumber business especially indicate a remarkable growth, and promise to become one of the most permanent and productive sources of our current revenues.

The prospects for a large and prosperous traffic for the incoming year are especially encouraging. The corn crop of the past season, acknowledged to be the largest ever harvested upon our line and of superior quality, remains still in the hands of the producers, or stored at our stations awaiting transportation. The wheat now growing is coming up uniformly thick and heavy, and gives unusual promise of an abundant harvest.

Our through and local passenger business, so considerably depressed after the close of the recent war, by the suspension of the transportation of troops and otherwise, is rapidly reviving. This branch of business is now receiving important accessions from connecting lines, especially at Fort Wayne and Lafayette, and to meet its growing demands elsewhere, a through daily train has been put on to run between Keokuk, Quincy and St. Louis.

A contract of much importance has recently been consummated between this company and the Chicago, Burlington and Quincy R. R. Co., for the joint and perpetual use and occupation of the railway between Camp Point and Quincy, and also including the tracks, depots and other accommodations of that company at Quincy. It is believed that this favorable arrangement will prove of very great advantage to our general business, in enabling us to establish a perfect and reliable connection with the Mississippi River and lines beyond, securing all necessary and convenient facilities for transacting our business at Quincy, besides extinguishing all injudicious rivalry and competition between the two lines.

Another and equally important contract has recently been entered into between this company and the Hannibal and St. Joseph R. R. Co., having for its object the establishing of permanent running connections at Quincy, and the maintenance of mutual and intimate business relations between the two companies. In pursuance of this contract, the Hannibal and St. Joseph Railroad Co. absorb the Quincy and Palmyra Road, and engage to run their through passenger freight trains directly to and from Quincy, the terminus of our road. And they further covenant to grant and extend to this company, the same facilities for securing and doing all branches of transportation business upon their own road, as well as beyond it, both as to rates of charges, dispatch and otherwise, that they grant or give to the most favored connecting line. The privileges and facilities thus acquired open to us a great through line to the Missouri River and the Far West not hitherto possessed, and that should, under almost any circumstances, prove of great and incalculable advantage to every branch of the business of our road.

With a view of more fully and effectually consummating the objects and purposes contemplated by the several parties to the contracts above mentioned, the said contracting parties have effected a negotiation with the Quincy Railroad Bridge Co., for the immediate construction of an iron railway bridge across the Mississippi River, thus connecting by rail their respective depot grounds at

Quincy and East Quincy. The work upon this great structure is now in progress, and it is expected that it will be ready for the passage of trains before the close of another year. Upon the completion of this bridge we shall be enabled to offer to shippers of freight the superior inducements of a direct through line from Boston, New York and other Eastern cities, to the Missouri River, and *vice versa*, without any transfer or break of bulk, and moreover, we shall thereby avoid the serious expense and detentions hitherto incident to transfers by ferry.

With a still further purpose of promoting and strengthening our business relations with connecting and auxiliary lines, and of securing for our road a large share of the great through traffic of the country, arrangements are in progress for the building of a railway bridge across the Mississippi River, at Keokuk. The accomplishment of this important undertaking, the success of which is already quite assured, places our line without competition or rivalry in direct railway connection with the Des Moines Valley Railroad, thereby affording us easy and favorable access to the vast grain and stock business of Central and Northern Iowa, one of the most productive and prosperous regions of the West.

In successfully consummating the various and extensive business arrangements involved in these several contracts, the directors feel that they are justified in expecting a large and valuable accession to every branch of the business of our road, and a consequent financial prosperity, not heretofore experienced; being fully assured that if the company succeed to and judiciously appropriate all the facilities and benefits contemplated by those contracts, their most sanguine expectations will be more than fully realized.

The permanent improvements made upon the line throughout the past eighteen months have been of a very general and extensive character; consequently, involving the expenditure of large sums of money. The outlays in this department, upon the Western Division, have been particularly heavy, exhausting not only the entire amount of money provided under the consolidation to equalize that division with the Eastern, but requiring advances largely in excess of the amount thus provided.

Exclusive, however, of the improvements made with this equalization fund, other and important outlays have been made for additional side tracks, buildings, depot grounds, and other permanent improvements at various points upon the line, and where they were imperatively demanded by the increasing business requirements of the road. Among these are embraced the building of eight miles of new side tracks and turnouts, (nearly all upon the Western Division,) at an expense of \$56,000; also, the erection of two engine houses, four passenger depots, three freight buildings, one brick planing shop, four shops for repairing iron, &c., seven water tank buildings, two turn-tables, besides constructing about thirty miles of fences, ballasting several sections of the road, grading for side tracks, and substituting masonry and other permanent structures for those originally temporary, and now gone into disuse.

The large and extensive additions made to each branch of the equipment of the road has, likewise, required correspondingly heavy outlays. The pressing necessity of greatly increasing the rolling stock of the road was duly considered by the Directors, at the period of the organization of this company, and measures were then taken to supply this urgent

demand. Accordingly, 21 new first class locomotives have recently been purchased and placed upon the road, and three more are to be delivered at an early day. Six superior and elegant passenger coaches and 324 box freight and other cars have been built at our shops, and other important additions have been made to the equipment, machinery and tools of the road.

Throughout the past year the work of general renewals has probably been prosecuted with more energy, and with a greater degree of thoroughness than at any previous time. Especial care and attention has been given to the iron and superstructure, and no efforts have been spared to accomplish the removal of everything imperfect or defective, and the substitution of that which is new, substantial and durable. In addition to the usual or ordinary labor of repairing the roadway, the expenditures of general renewals have exceeded the sum of \$500,000.

The following will show some of the statistics of these improvements:

	Miles.
New iron put into the track.....	61
Iron taken out, repaired and replaced.....	70
New wrought iron chairs.....	44,000
New cross ties.....	312,000

Other and somewhat extensive renewals have been made upon the more prominent bridges of the line, irrespective of the construction of several new bridges; among these latter may be mentioned the new first class wrought iron bridge of the Bollman patent, recently erected over the Wea River, west of Lafayette; at a cost of about \$50,000; also, another new truss bridge of the Howe pattern, put up upon the Western Division. The renewals of bridges comprise the rebuilding of 1,767 feet of the Howe truss bridge, and 1,285 feet of trestle or stringer bridge, besides other general repairs in the removal of old timber and the substitution of new, including also the covering of several bridges more recently rebuilt.

In consequence of the decay of the oak telegraph poles originally put up upon our road, rendering the line inefficient and unreliable, we have found it necessary to rebuild the entire line from Toledo to Danville, and with a view to economy and durability, we have substituted substantial cedar poles for those removed, and have also placed upon the line an additional galvanized wire. Under an arrangement made with the Telegraph Co., we have recently added (for our own use) another wire from Danville to the Mississippi River, and have also built a new telegraph line over the Keokuk Branch, to Keokuk and Warsaw, a distance of nearly forty miles. With these new and improved facilities we are now enabled to move our trains with promptness and dispatch, and otherwise materially accelerate and promote all the business operations of the road.

The elevators used by our company at Toledo, with a storage capacity of 1,452,000 bushels, are now in good repair and efficient working condition, and their present management seems to secure the entire confidence and approbation of all doing business with them. Upon the completion of the track now in process of building through Elevator "No. 3," the unloading facilities will be fully equal to 250 cars daily, which, in emergencies, can be increased to 400 daily, thus assuring us against delays and detentions in times of a great pressure of business.

Our repair shops upon the line, for the repairs of locomotives and cars, appear well supplied with tools and machinery, and are

deemed of sufficient capacity to meet the present wants of the road, without any further material outlay. The facilities afforded at our extensive shops at Toledo are so thorough and complete, as to secure economy as well as great dispatch in all branches of repairs of cars, and without trenching at all upon this department of operations, these shops are now turning out two first class box freight cars daily.

Our business relations with all connecting roads remain very harmonious and satisfactory, affording us assurance of continued and large interchange of business.

The trains have been operated with an almost unvarying regularity throughout the year, and with remarkable exemption from accidents or casualties.

Encouraged by the recent increase of our through passenger business to make still further efforts towards improving and rendering our line attractive to that species of traffic, we have recently made a favorable arrangement for a complete equipment of our whole road with new, spacious and beautiful sleeping cars. These cars will commence running early in the Spring, and it is expected that they will contribute much towards popularizing our route with the traveling public.

Arrangements are now nearly perfected for running two well equipped lines of cars over our road, from Quincy and Keokuk to Buffalo, and also from those points directly through to New York and Boston, without transfer or breaking bulk. Upon the full organization of these lines, we shall be able to offer to shippers facilities for the safe, prompt and efficient dispatch of their business, superior to those of almost any competing line, and such as cannot but prove highly successful in securing for our road a large, if not a preponderating share of the through freight traffic of the country. It is, perhaps, needless to add that this line will be owned, controlled and operated by the several railway companies composing the route, and for whose sole benefit it is organized, and will have no connection whatever with those private interest and concerns doing business under various titles of Fast Freight, Through Freight, Express, Dispatch, and other lines.

In conclusion the directors take great pleasure in assuring the shareholders that the condition of the company, at the close of the present fiscal year, financially, as well as in all its working departments, is decidedly better than at any former period in its history. With a policy looking to strict economy and prudence in the operations of the road, together with a careful and judicious employment of all available means for cultivating and encouraging its local business, as well as for securing the important benefits recently acquired under contracts with connecting roads for through business, there are ample and substantial grounds for encouragement and confidence in the future success of our company, and for believing that our investment in it will prove reasonably remunerative.

The equipment of the road consists of 102 locomotives, 47 passenger, 27 mail and baggage, 1,040 box freight, 275 stock, 200 platform, and 150 coal cars. Number of stations, 102. Number of engine houses, 11. Average weight of rail, 59 lbs. The length of road is stated as follows: In Ohio 75.5 miles; in Indiana, 116.9 miles; in Illinois, 221 miles. Length of Keokuk Branch, 41.1 miles. Length of Naples Branch, 4 miles. Length Camp Point to Quincy (leased) 22 miles. Total length of road operated, 520.6 miles.

INCOME ACCOUNT.

Net earnings 18 months, as above.....	\$1,451,870 61
Supplies from T. and W. R'y Co., and G. W. R. R. Co.....	102,548 64
Sinking fund bonds.....	1,000,000 00
	\$2,554,419 25
Construction and equipment....	\$603,974 00
Interest account.....	1,328,180 37
Profit and loss.....	201,841 28
Toledo and Wabash R'lway Co.....	17,016 63
Ill. and Southern Iowa R.R. Co.....	129,807 97
Balance.....	273,599 00
	\$2,554,419 45

GENERAL BALANCE SHEET.

Road bed and equipment.....	\$19,850,000 00
Griswold, White & Worden, Trustees.....	1,195,000 00
Materials on hand.....	183,014 07
Fuel on hand.....	120,000 00
Wabash Elevator Co., stock....	10,000 00
Balances due the company.....	55,586 13
Equalization account.....	700,300 27
	\$22,113,900 47
General stock.....	\$5,700,000 00
Preferred stock.....	1,000,000 00
Bonds, \$14,345,000, viz:	
1st mort. Toledo & Ill. R.R. Co.....	900,000 00
" L. E. W. & St. L. R.R. Co.....	2,500,000 00
" G. W. R. R. Co. east of Decatur.....	45,000 00
" G. W. R. R. Co. west of Decatur.....	1,000,000 00
" G. W. R. R. Co. of 1859.....	2,500,000 00
" Quincy & Toledo R. R. Co.....	500,000 00
" Illinois and Southern Iowa R. R. Co.....	300,000 00
2d mort. Toledo & Wabash R.R. Co.....	1,000,000 00
" Wabash & Western R.R. Co.....	1,500,000 00
" Gt. W. R. R. Co. of 1859.....	2,500,000 00
Equipment bonds T., W. & W. R'y Co.....	600,000 00
Sinking fund bonds T., W. & W. R'y Co.....	1,000,000 00
Unpaid coupons of 1865 & 1866.....	42,284 75
Due Metropolitan National B'k.....	71,790 53
Treasurer Gt. Western R.R. Co.....	665,726 19
Bills payable.....	15,500 00
Balance of income account....	273,599 00
	\$22,113,900 47

President.—AZARIAH BOODY.

Vice-President.—WARREN COLBURN.

Directors.—Azariah Boody, James Spears, Isaac Knox, George Cecil, James R. Jesup, William Kidd, Edwin C. Litchfield, Leroy M. Wiley, Edward Wells, Warren Colburn, John Ross, William A. White, James Dunlap, E. A. Chapin, J. N. Drummond.

Secretary and Treasurer.—JOHN N. DRUMMOND.

General Superintendent.—E. A. CHAPIN.

Receipts of the Western Union Railroad Company, for the week ending June 14,—

	1867.	1866.	Inc.	Dec.
Freight.....	\$10,654 15	\$19,173 45	.....	\$8,519 30
Passengers	3,480 42	3,652 32	.....	171 90
Express and Tel.	329 00	250 00	70 00	.....
Mail.....	375 00	379 91	.....	4 91

Totals.....\$14,829 57 23,455 68

Receipts from January 1, to June 14,—

1866.....	\$297,746 77
1867.....	232,106 85

Decrease.....\$65,639 92

The Baltimore and Potomac Railroad.

The subjoined letter, says the *Mining Register*, from Oden Bowie, Esq., President of the Baltimore and Potomac Railroad Company, communicated by him to the *Prince Georgian*, published at Upper Marlborough, Md. (and for a copy of which letter we tender our thanks to the gentleman who forwarded it to us), is full, complete and emphatic, covering the whole ground, and showing, moreover, that the President and his Board realize the situation and circumstances which give so much consequence to their road, and enlist in its behalf a wide spread interest in railroad circles:

FAIR VIEW, COLLINGTON POST OFFICE,
PRINCE GEORGE CO., MD., May 13, 1867.

Thomas J. Turner, Esq.:

DEAR SIR,—I thank you for calling my attention to the letter (which you kindly enclose) in the *New York Express*, "stating on good authority that the franchise of the Baltimore and Potomac road had been sold to the Baltimore and Ohio," &c.

Washington correspondents of the Northern press are so notorious for their sensational articles, often as devoid of truth as the present, that I should not trouble myself to deny the assertions contained in this letter, but that the vital interest our people have in the success of the Baltimore and Potomac road entitles them to an assurance of its utter falsity.

The statement is not only false in fact, but in all its details, many of which I have not the time to notice. Suffice it to say that all who are interested in and familiar with the Baltimore and Potomac road know how untrue it is, as stated by this writer, that it "was for the express object of being bought off that the Baltimore and Potomac road was projected." Your readers will recollect that our charter was obtained at the session of 1853, nearly fifteen years ago, and that the road was about to be commenced at the breaking out of the war. Messrs. Forney and Lloyd, spoken of as stockholders, are not such, but were two of the contractors; and Mr. Lloyd still continues one, and to take a deep interest in the road, and to him will we be greatly indebted for its completion.

Colonel Forney was associated with the original contractors, for the influence of his name in the hard contests which the Baltimore and Ohio Company has waged against us, and to him are we also greatly indebted for the passage of our charter through Congress against the determined opposition of Mr. Garrett. This being accomplished, Col. Forney and other gentlemen of the original contractors, some of whom were not "railroad men," and others not having the necessary capital, were permitted by the directors to make an assignment to parties much interested in the success of our road, and with abundant capital to build it.

It should be borne in mind that the contract expressly prohibits an assignment without the consent of the board, and at the meeting of the directors in Annapolis, February 13, 1867, consenting to the assignment by the original contractors to the wealthy capitalists now having it, it was stipulated—I quote from the official minutes—that "the said assignees are to be entitled to the same rights, and subject to the same obligations, penalties and forfeitures as are conferred or imposed upon the original contractors by the terms of said contract."

I need not, therefore, notice this letter, and

kindred remarks, which are in circulation, further than to say that all who know the directors are aware that on no consideration would they consent to any such swindle; and further, that were it attempted by the contractors or assignees (of which I have no fear), I should resist it in the courts, if necessary, as long as I had one dollar of my own. No doubt the Baltimore and Ohio Company, having been defeated in all their open attacks upon us, in Congress and our State Legislature, would be very glad to buy us off, but when they succeed I will promise that the *New York Express* shall not be the first paper to publish it—apparently, to judge from the spirit of this letter, to gratify its malignity against Simon Cameron, who, by the way, is neither a stockholder nor an assignee, and, therefore, whose "rapacious maw" could not have swallowed any part of the \$500,000 which the Baltimore and Ohio Company is said to have paid for the franchise.

Our surveying parties are busily engaged, and will soon have the work ready for the grading, which we were compelled to suspend pending the attack made by the Baltimore and Ohio Company upon our charter at the last session of the Legislature.

I desire through your columns, my dear sir, to return my thanks to those journals, and particularly to the *National Intelligencer* and to the *Baltimore Gazette, American and Sun*, which I have seen, which have on their own responsibility contradicted the assertions of this letter-writer, and to say that if they will notice this official contradiction, they will further gratify their already obliged servant, and yours truly,

ODEN BOWIE,

President Baltimore and Potomac R.R. Co.

THE COVINGTON AND OHIO RAILROAD.

The committee appointed by the meeting of stockholders of the Virginia Central Railroad have reported adversely to the creation by the Central Road of three millions of eight per cent. preferred stock for the completion of the Covington and Ohio road. The stockholders of the Virginia Central, however, at their meeting in Richmond, on Thursday, May 23, adopted the following resolutions:

Resolved, That it is inexpedient for this company to undertake to construct the Covington and Ohio road with borrowed capital.

Resolved, That the board of directors of this company be instructed to offer to contract with the commissioners of Virginia and West Virginia to construct the Covington and Ohio Railroad on the following terms and conditions:

1st. That if the amount of money required to put the road in operation from Covington to steamboat navigation on the Kanawha River, with the necessary buildings and equipments (not less than five millions of dollars), be not raised within six months of the date of the contract, by subscriptions of stock which the board of directors believe are available, and they are willing to receive as cash, then and in that case this company shall be released from the contract if they desire it.

2d. This company will guarantee to those stockholders who furnish the funds to construct and equip the road to steamboat navigation on the Kanawha, and on any such additional stock thereafter subscribed, four per centum semi-annually, as preferred dividend on all the stock fully paid after the road is completed to the Ohio River.

Pennsylvania Steel Works near Harrisburg.

After having watched with no ordinary interest the necessary labor of erecting an immense stone structure, the largest and most substantial building of the kind outside of the cities of Philadelphia and Pittsburg, we have now the pleasure of announcing that the *Pennsylvania Steel Works* are in successful, but not yet full operation. From those most able to inform us, we learn that the operation of these works has been regular and remarkably successful since the first "blow," a week ago, and shipments of ingots are being regularly made to the Cambria Iron Works, where the first rail from the ingots made at these works were produced last Saturday, with the most thorough success, though, as we were told, no machinery was employed except such as is in use for working iron and producing the ordinary rail.

Yesterday we had the pleasure of being present while molten iron was converted into steel in thirty minutes. The process is simple, as are all the modes based on science in producing the greatest and most wonderful results. A very large company was present while the steel was in course of being converted from iron.

Bessemer Process to Produce Steel from Molten Iron.—Common Pennsylvania pig iron is used in the manufacture of steel by the Bessemer process. The iron is prepared by being broken in the ordinary way when required for smelting. It is broken by hand, and then conducted to the cupolas by means of hydraulic elevators. There is no mystery in melting this iron, and when in a molten state, it is weighed and run into what are called "converters," being large oval tanks, swung upon pivots. Before receiving the metal, the tanks are brought to a red-hot heat. At this stage, the process of making the steel begins. While in these "crucibles" the iron is decarbonized by means of a blast. The decarbonization is complete, all the carbon being blown out or consumed; after which molten metal containing a given quantity of carbon is introduced, which, mixing with the metal in the converters, is then poured into iron moulds, and thus, after chilling, the steel ingot is produced. The process is simply that of decarbonizing molten iron, by means of compressed air blast, and after adding a per centage of carbon, producing refined ingots of steel. Common salt is used as a flux, its influence being to desulphurize and purify, when stone coal or other ordinary pig iron is used for the manufacture of ingots.

The Power which Moves the Machinery.—The machinery used in the establishment is all of the most improved and finished description. It is not excelled by any similar works, so far as perfection is concerned, in the world, while the grandest and most wonderful feature in its movement is the manner in which it is controlled and operated. The machinery is all worked by hydraulic power. On a platform in a corner of the converting room are arranged a number of wheels, which are "worked" or attended by one man. At given signals, and the turning of a single wheel by this man, tons of weight are elevated and lowered—the ladles filled with molten metal are worked. A stationary engine pumps the water for the hydraulic power.

The works are located on the Pennsylvania Railroad, at Baldwin Station, about three miles east of the city of Harrisburg. The company is now prepared to furnish ingots in almost any quantity, and from the central

location of the works, shipments can be made to all parts of the country with the greatest dispatch, either by rail or canal, to mills and forges. The vast machinery of the company will enable them to furnish their ingots at the lowest rate, and iron men will be able to purchase ingots here as they now purchase pig iron of blast furnaces.

The steel as produced at these works is remarkable for its toughness. It is eminently adapted for rails. The rails which have been manufactured from it have been shown, by careful experiment, to wear twenty-four times as long as iron rails, while they cost but twice as much.

There are from twenty-eight to thirty men employed at the works, the larger portion in the converting room, and others in breaking pig iron, and the removal of the ingots from the moulds. Nothing could excel the order and discipline of the men employed. Every man has a specified duty to perform. The machinery, while simple in its operation, is ponderous in its construction, and performs almost all the labor of the establishment. Blood, as it were, controls hot and cold water, which, in steam and hydraulic power, produce the grand results exhibited in the ingots of the works.

Bessemer steel, as produced at the works, will bear 150,000 pounds per square inch. The very best Pennsylvania bar iron, which is unrivaled in the world, will only carry 56,000 to 60,000 pounds per square inch. This exhibits fully the advantage of the steel over the iron rail, and the great revolution in economy which is about to be made in the construction and repair of railroads in the United States by establishments like the *Pennsylvania Steel Works*.

Three million dollars worth of steel rails and \$750,000 worth of tire for locomotives were bought in Europe last year for American railroad companies. This material was made out of ore and fuel far inferior to that of which Pennsylvania has hundreds of millions of tons lying in her mountains, only requiring the same energy and skill displayed by the Pennsylvania Steel Company to develop and manufacture. But free trade now confronts this enterprise, and the people are asked, instead of patronizing home industry, to support the foreign producer at the expense of the home manufacturer.

The Rolling Mill.—An immense rolling mill to operate in connection with the steel works, is now in the course of erection, which, when completed, will make three immense rolling mills within an area of three miles, in Dauphin county. The advantages of this mill will be immense. It will be at the very door of the steel works. Ingots can be almost thrown from one establishment to the other, thus securing an economy in the cost, and time of transportation which will greatly cheapen the rails produced at these works.

After witnessing the mode of making ingots, and after a general survey of the works, the Boston, New York and Philadelphia visitors proceeded homewards by the train east, at 1½ o'clock P. M., on the Pennsylvania Railroad, and the Harrisburg party returned to the city. —*Harrisburg Telegraph*, June 4.

An invention has been patented in England under the name of the "gas fire-igniter," intended as a substitute for wood and paper in lighting fires. A row of gas-burners is fitted on below and behind the grate-bottom, with a tap at one side, so that when a fire is wanted the gas is lit, and the flames passing among the coals set fire to them without the aid of wood or paper.

MONETARY AND COMMERCIAL.

The money market has not materially changed since our last issue; the demand for loans has not increased, there being no movement in the general market to create the need for money. General collections have been more restricted for a short time past; parties apparently are making preparations to meet their July settlements, and hence are hoarding up their means. The only disturbing causes in the loan market is the sometimes unexpected call on the National Banks for the Government deposits. This is the great evil of the present deposit system; it leads banks to make call loans, and at times to be very liberal to their customers with discounts, while on other occasions, when perhaps their needs are greater, the lines are very tightly drawn, producing inconvenience and disturbance. Good paper is readily placed at the usual rates of 9@10 per cent.

The market for Exchange, during the existence of our present currency system, admits of but little change. The supply, if short, is made up by remittances of greenbacks, and if in excess, then currency flows to the West. The quotations are:

	Buying.	Selling.
New York.....	par@25	75@1-10 prem.
Philadelphia.....	par@25	75@1-10 prem.
Boston.....	par@25	75@1-10 prem.
Gold.....	138	138½
Silver.....	129@131	132@133

The New York gold market has been firm during the week. The daily fluctuations are shown as follows:

	Opening.	Highest.	Lowest.	Closing.
June 13.....	137½	137½	137	137½
" 14.....	137½	137½	137	137½
" 15.....	137	137½	137	137½
" 17.....	137½	137½	137½	137½
" 18.....	137½	138	137½	137½
June 19.....	138	138½	137½	138½

Of the New York market the *Tribune* of Tuesday says:

The Bank Statement shows a large contraction in the deposits, loans and specie, with an increase in legal tenders sufficient to keep the legal tender reserve a little stronger than last week. Money to-day is abundant at 5@7 on call, with only a moderate demand from brokers.

Government bonds were very strong, and there was a good demand for all classes for investment. The new 5-20s for 1865 sold largely at 109½, and were in demand at the price. State bonds were steady. Missouri 6s sold at 98½. Pacific Mail was active, opening at 139½, and selling up to 142. The miscellaneous share list was neglected, and not enough was done to make quotations. The railway sharelist opened dull and steady. Cleveland and Toledo was stronger, selling at 120½. Reading was in demand at 107½. The rest of the list was without change until the 1 o'clock Board, when prices improved a fraction, but the amount of business was small. At the Second Board, the market was stronger, and a moderate business was done. Toledo continued to be the most active stock, and sold at 12½, with large transactions. The market closes steady at the following quotations: New York Central, 102½@102½; Erie, 60½@60½; Reading, 107½@107½; Michigan Southern, 68½@69; Cleveland and Pittsburg, 77½@77½; Rock Island, 90½@90½; North-Western, 35½@35½; North-Western Preferred, 59½@59½; Fort Wayne, 97½@97½.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs, For Freight & Passenger Cars, Tenders, Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6½ "	35 " "
3, 8 " " 11 " "	36 " "
4, 8 " " 9 " "	35 " "
5, 7½ " " 6½ "	30 " "
6, 10 " " 8 " "	40 " "
7, 7½ " " 8 " "	35 " "

PHILIP S. JUSTICE, President

No. 14 N. Fifth St., Philadelphia.

ff St., New York

G. W. FULTON,

Civil Engineer,

CONTRACTOR AND BUILDER OF

WIRE SUSPENSION BRIDGES

Covington, Ky.

REFER TO JNO. A. ROEBLING, Esq.,

Chief Engineer Cin. & Cov. and Niagara Susp. Bridges

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

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R. W. CARROLL & CO.

Wholesale and Retail

BOOKSELLERS AND STATIONERS,

No. 117 West Fourth Street,

CINCINNATI, O.

Keep always in stock a full assortment of

BOOKS & STATIONERY AT LOWEST PRICES.

BLANK BOOKS,

Of any desired pattern made to order promptly.

Particular attention paid to BLANK BOOKS and BLANK WORK for

RAILROADS,

BANKERS,

MERCHANTS,

INSURANCE COMPANIES,

MANUFACTURERS,

EXPRESS COMPANIES,

PUBLIC OFFICES, Etc., Etc.

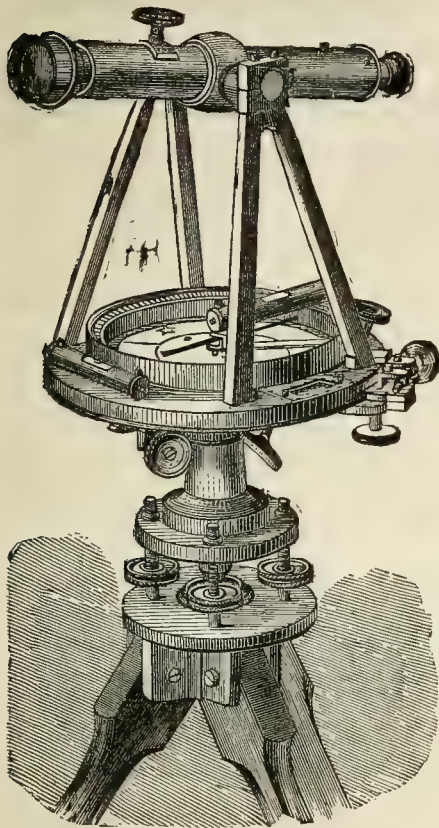
BINDING OF ALL KINDS NEATLY EXECUTED.

Those desiring FIRST CLASS BOOKS can have them done satisfactory at reasonable prices.

R. W. CARROLL & CO.

117 West Fourth Street, 2 doors east of Race.

ENGINEER'S
TRANSITS, LEVELS,
Leveling Rods, Chains, etc.



T. F. RANDOLPH & BRO.
Manufacturers
67 West Sixth St.
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Jan 24 '67, 3mp

JOHN BLAKELEY,
DEALER IN

WOOL & COTTON WASTE,

FOR RAILROAD & STEAMBOAT USE,

STEAM PACKING, ETC.

No. 233 Church Street,

PHILADELPHIA

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

SUSPENSION
COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets $2\frac{3}{4}$ inches in width, and under. For Tickets over $2\frac{3}{4}$ inches in width.

SIZE NO.	NO. OF FORMS.	PRICES.	SIZE NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St., Cincinnati, O

WRIGHTSON & CO.,

Railroad Printers

167 Walnut Street,

CINCINNATI, O.

HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards,

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

Way Bills,

Blank Books

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Got out in first-class style, and at as low rates as an establishment in the country.

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.&D., D.&M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

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J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati.
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indianapolis
[Aug. 2, 1867.]

THE STEAM SYPHON PUMP

IS THE

Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

Locomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
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IT IS AN EFFICIENT

FIRE-ENGINE,

Wherever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

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IN

Kentucky & Tennessee,

FOR SALE BY

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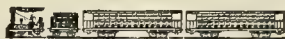
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1867.

CHANGE OF TIME!

By the Broad Gauge Route, the

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TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLIEN	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.10 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE
CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt D. McLAREN, Supt

CENTRAL RAILROAD

--OF--

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front to East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.
State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO

ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

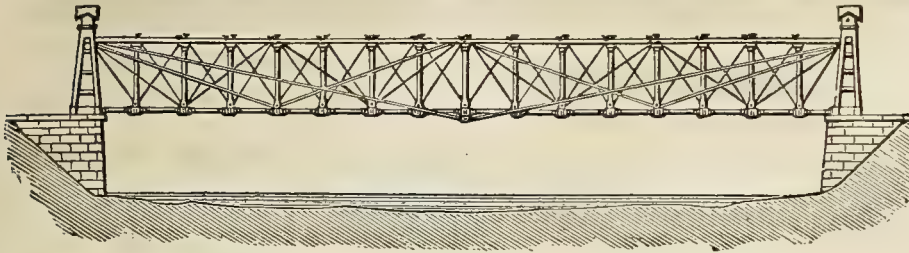
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

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M. W. BALDWIN, MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

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Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

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The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

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H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:40 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.
Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. myll

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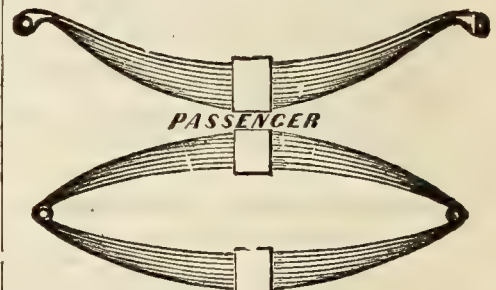
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PASSENGER

LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and best material, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

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Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	9 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....7:00 A. M. 10:50 P. M.
For St. Louis and Cairo and Louisville.....7:15 P. M. 7:20 A. M.
For Louisville—Special Train.....3:45 P. M. 2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

O. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago. Advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

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BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

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Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished iron is conducted at our own Works June 9

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SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same. &c., Gas Works Castings, etc., etc.

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STEPHEN MORRIS,
THOS. T. TASKER, JR.,

CHAS. WHEELER
S. P. M. TASKER

BY G. MORRIS.

Philadelphia, Wilmington & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, }
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, JUNE 27, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
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" " six months.....	40 00
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" page, single insertion.....	25 00
" " per month.....	110 00
" " six months.....	200 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Night Express.....	5:00 P. M.	6:10 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connorsville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connorsville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.

Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

The Lake Shore and Central Route to New York.

FISHKILL ON THE HUDSON, }
June 24th, 1867.

It is several years since I have traveled the Lake Route to New York, and going over it now brings up old memories and enables me to see more distinctly the progress of events. It is a great many years since, what was called the Mad River Railroad was made, and by making a connection through Springfield, with the L. M. Railroad, one could go from Cincinnati to Urbana by rail, then to Sandusky by stage, then over the Lake to Buffalo, and then partly, if not altogether to Albany by rail, and then by steamboat to New York. This you will see, my reader, afforded a fine variety of all kinds of traveling; stage, steamboat, railroad, and if you chose, a little of the canal-boat. I think this sort of journey took about five days, from Cincinnati to New York. Except in the loss of time, it was by no means disagreeable. If you don't have too much of it, stage riding is quite pleasant. You can see the scenery and character of the country to the greatest advantage; and you can stop and refresh yourself oftener. Railroads triumph over all conveyances for purposes of commerce and economy; but certainly not for the purpose of seeing the country. Well, times are changed! Are they changed for the better? I confess to have had great pleasure, in passing through the woods of Ohio in a stage. Those magnificent forests! I shall see them no more, and what will replace them? Towns and villages have arisen, which show the industry and civilization of man; but, where is the grandeur of nature, and the simple manners of the Pioneer? But, there is a practical, utilitarian question connected with this, which is of great importance to Railroads. What kind of *fuel* are they to use hereafter? The old woods have nearly disappeared, and what remains will soon be gone. In the Southern part of Ohio, it would not be a bad speculation to plant trees for posterity; and if they were of the fine kinds for posterity, planting would pay a good interest on the capital. Do you know, reader, that the Railroads of Ohio, consume *twelve thousand acres of wood* annually? Of course, wood of any kind cannot be used much longer, for locomotives. Coal, therefore, is the alternative, and to that the Railroads must soon come. But, I must return, as the French say, *nos moutons*; to my journey. I left Morrow, on the L. M. Railroad, at 8.20 A. M., and carefully *timed* our train all the way; and I think I never made a journey to New York, in which such exact time was made. This is a great merit; and for men of business of great value. We left Morrow, precisely on time, and when we arrived at Erie (Penn.) were not two minutes out of the way; and the same at Buffalo and Albany. Indeed, if you consider the long distance from Cincinnati to New

York, by this route (885 miles), this exact timing, to arrive at every station, not five minutes out of the way, must be deemed the greatest marvel of Railroad engineering. The 885 miles were run in 31 hours, which gives an average of 28½ miles per hour, including all the stops. The average rate of running was, no doubt, 31 miles per hour; but, it was not run at all times equally. From Cleveland to Erie, we run (95 miles) in two hours and fifty minutes, which was, I think, the fastest rate we made. From Buffalo to Albany we made slower time than we did in Ohio.

Some improvements have been made on the road recently. The grand depot at Cleveland is a great improvement. I am told it is one of the largest in the world; and it is very neat and pleasant. The great depot hotel at Erie is a capital thing, and admirably kept. This reminds me that on this route there is no need of carrying your luncheon, for the trains arrive at the right places for meals at the right time, and all of them are good. At Crestline, we arrived at 1.15, P. M., and had a good dinner, with twenty-five minutes to eat it in. At Erie, (Penn.) twenty-five minutes for supper, at 7 P. M. This is, on the whole, one of the best railroad stopping places in the country. Breakfast at St. Johnsville. This is not as pleasant a stopping place as either of the others. It is well enough for "common doings," but not as good as Erie and Crestline. Here I must make one criticism on the Central New York line. If you take it for the substantial, it is, perhaps, equal to any road whatever. But it is trusting too much to its reputation. It wants brushing up in several particulars. For example, the sleeping cars are not fit for ladies, because there are no state rooms or separate apartments. The consequence is, every one who comes along peeps into your berth. On the Ohio roads they have got beyond all this. What they call "sections," in New York, are regular state rooms, with their own doors and partitions. New York ought to be equal to this. Here in Ohio, or rather at Cincinnati, they manage to make some difference between the cars for ladies and the cars for the rowdies; but in New York it is, first come first served—hail fellow well met! If they cannot manage things better, then establish different classes of cars, with different prices.

Here in Ohio a very civil colored waiter brings the water round to you; but in New York the water can be placed at one end of the car for you to go to, which is well enough for men, but not so well for ladies. In one word, the whole of what may be called the "service" of the cars, in Ohio, is much better than that of New York. Now, this ought not to be, especially with such an old and profitable road as the New York Central. I speak only of the Central, for it is some years since I have been over the Erie road, which, I am told, is remarkably comfortable.

At this season of the year, the Lake Shore

and Central New York route is a very pleasant one, and certainly in point of *certainly* and convenience cannot be excelled. The Hudson River Railroad still retains its old character for excellent arrangements and comfortable accommodations.

I am now under the shadow of old Beacon Hill, where the watch fires of the Revolution burned bright, and in sight of Bull's Head, which looks down upon West Point and a little ways below. It is classic scenery, and I shall ever believe, among the most beautiful of the world.

E. D. M.

Chicago and Great Eastern R. R.

For a long time it has been a mooted question between the present and original owners of the above road as to whether the transfers made by CALEB B. SMITH were legal or not, and we have been aware that the fires of wrath of the ousted parties were not quenched, but only smothered, as the following from the Indianapolis *Herald* will show:

The case of Harwood *et al.* vs. the Cincinnati & Chicago Air Line Railroad Company *et al.*, was, at the May term of the United States Circuit Court, continued until next term of said Court, upon the affidavit of defendants trying the sufficiency of the service of process. This is a very important case, in which there is involved some four millions of dollars of property.

Among the number of leading counsel for plaintiffs are Messrs. Hendricks, Perkins & Hord, of Indianapolis; D. D. Pratt, of Logansport; J. Davis, of Andersonstown; and T. J. Semple, of Muncie.

The stockholders are some of the wealthiest and most influential men in the West; several own \$100,000 of the stock of the Road, and others varying in amounts from \$75,000 down to a single share. The association organized for the purpose of prosecuting the suit is composed of such earnest and energetic men as Edmund Harwood, Thompson Neave, J. M. Marsh, E. A. Thompson, A. D. Bullock, J. L. Wayne, H. Lewis, J. D. Lehmer, John Bates, William S. Sampson, J. L. Vattier, George W. Coffin, Joseph Longworth, Miles Greenwood, and others. These men have the money, the nerve and legal assistance to enable them to give the case, if needs be, a hearing before the highest tribunal in the nation, and since there are a great many poor people who have been made to suffer, those who have the means to conduct the suit will do so knowing that they have a just cause, feel that, in addition to protecting their own interests, they will be doing these poor people a noble service should they succeed in their efforts. Therefore they have resolved to probe the matter to the bottom, and if, after their case has been fairly heard, a judgment should not be rendered in their favor, they will have the satisfaction of knowing that they have done all in their power to obtain possession of their property.

The funded debt of the city of Chicago on April 1st, 1867, was \$4,757,500, being an increase during the previous year of \$404,000. The floating debt of the city at the same time was \$639,564 50.

Erie Railway.

The managers of the Erie Railway recently gave an excursion over their road to a large select party of gentlemen, who were well pleased with the excellent condition of the road, and the efficient management. Mr. BERDELL, the Superintendent, in a speech to the party, gave the following interesting scrap of history:

"In 1832, the road was first incorporated by the Legislature of this State, but it was not till May, 1833, that steps were taken to act under this charter. The prospectus then issued affords a characteristic illustration of the undeveloped condition of railroad engineering at that time. The public were assured that three millions of dollars would be sufficient to build the road, and to justify 'so extravagant an outlay,' it was added that the journey from New York to Lake Erie might be performed in thirty to forty hours, and that 'the stock of the company might, with confidence, be relied on as safe and productive,' while the road itself would be most satisfactory to the inhabitants along the route. Starting with such low estimates of the cost, and such high estimates of the results, it is no wonder that after several years of misjudged and ill-calculated, but by no means ineffective, efforts, the company, in April, 1842, being without means and without credit, made an assignment for the benefit of its creditors. It was then stated that the total cost of the road had reached \$12,422,890, of which \$8,281,000 were still to be raised. This assignment was declared by the Supreme Court of New York to be invalid. In 1845 the construction of the road was resumed and completed, and on the 23d of April, 1851, it was opened from Piermont to Lake Erie, a distance 421 miles. The following year a terminus at New York was obtained by the lease of three minor roads, and passenger trains were thus enabled to reach the Hudson river. The company has in operation now, including their main line and all its branches, 773 miles of road, of which 350 miles is double track. Their equipment consists of 371 locomotives, 305 passenger cars and 5,717 freight cars. The estimated cost of construction was \$6,000,000. The actual cost, exclusive of rentals, was \$48,885,738. The estimate on revenue which the projectors invited the public to invest in its shares was:

From passengers.....	\$900,000
From freight.....	1,069,088
	\$1,969,088
Less operating expenses,	\$919,088
Repairs.....	144,000
	\$1,064,088

Net profit..... \$906,000

The actual results were for 1866, as reported by the Board of Directors:

From passengers.....	\$3,148,290
From freight.....	11,561,641

\$14,409,931

Operating expenses and repairs, 10,853,140

Surplus..... \$3,556,791

The extraordinary increase in the traffic of the road is the best proof that could be given of its capabilities for further development of traffic.

Consolidation of the Buffalo & State Line and the Erie & Northeast Railroad Companies.

The Buffalo *Courier* of Tuesday says:—Yesterday the stockholders of the Erie & Northeast Railroad Company met at Erie, Pa., and ratified the articles of agreement entered into several weeks since, by the Directors of the company and those of the Buffalo & State Line Company. At 11 o'clock this morning, the stockholders of the State Line met in this city to consider and ratify the same agreement for the consolidation of the property and franchises of the two companies, in accordance with the provisions of an act of the last Legislature. The name of the consolidated corporation will be the Buffalo & Erie Railroad Company, and, under the arrangement already substantially effected, William Williams, Esq., will be President. We understand that there will be few changes in the Directors of the State Line, so that the present efficient management will not be materially disturbed. Mr. Williams is admirably qualified for the executive office of the road, and will, no doubt, make himself as popular in his new position as he has in a legislative capacity. Charles H. Lee, of Silver Creek, will remain as Vice President, and continue to devote his superior business ability and experience to the details of the management, and R. N. Brown, Esq., will be, of course, the General Superintendent. This consolidation derives additional importance from the probability that it will prove the initial step of the union of all the railroads between Buffalo and Toledo, and, possibly, the connection may eventually extend further East and West.

The above is in accordance with the true policy of railroads, where the arrangement can be completed in strict justice to all the contracting parties. It has been clearly demonstrated in the last few years that there are other interests to be cared for than those of a mere local nature, and that roads originally constructed to accommodate the butter, egg, or milk business of a particular neighborhood, have eventually had to assume the high proportions of a national highway.

ELECTION OF RAILWAY OFFICERS.—The annual meeting of the Directors of the Milwaukee Division of the Chicago and Northwestern Railway was held last Wednesday, at the office of the company in this city, with the following result:

President—H. W. Blodgett.
Vice-President—E. H. Sheldon.
Secretary and Treasurer—A. S. Downs.
Directors—W. B. Ogden, P. H. Smith, G. L. Dunlap, J. R. Young, H. W. Blodgett, E. H. Sheldon, L. Holbrook, G. L. Scott, and J. B. Redfield.

Receipts of the Western Union Railroad Company, for the week ending June 21,—

	1867.	1866.	Inc.	Dec.
Freight.....	\$10,241 86	\$20,777 99	.....	\$10,536 04
Passengers	3,403 25	3,503 09	.....	99 84
Express and Tel.	320 00	250 00	70 00	.....
Mail.....	375 00	379 91	.....	4 91

Totals.....\$14,340 11 24,910 90

Receipts from January 1, to June 21,—

1866.....	\$322,637 67
1867.....	246,446 96
Decrease.....	\$76,210 71

Railroad Appropriations.

The following is a list of the appropriations for the Danville, Urbana, Bloomington and Pekin Railroad:

Pekin.....	\$50,000
Tasewell county.....	160,000
Old road bed.....	50,000
Concord.....	50,000
Bloomington.....	100,000
Downs.....	10,000
Empire.....	50,000
West.....	10,000
Mount Pleasant.....	50,000
Blue Ridge.....	40,000
Middletown.....	50,000
Champaign.....	75,000
Urbana.....	100,000
St. Joseph.....	10,000
Danville will vote.....	75,000
Individual subscription in Danvers...	10,000

\$810,000

Mackinaw Town and Tremont will vote another tax of \$15,000 each..	50,000
Dale will vote.....	50,000

Total..... \$910,000

The above list was furnished by Dr. Conkling Secretary of the road. The *Bloomington Pantagraph* says: "Still more subscriptions can be had, if necessary, and no railroad has a better basis or fairer promise of accomplishment."

The above is something in which Cincinnati has a direct interest, if her railroad men can only see and appreciate it. It is one of the means of extending her railroad influence and bringing the trade of central-western Indiana and central Illinois to her doors.

Morris and Essex Railroad.

The annual meeting of the Morris and Essex Railroad was held at Hoboken yesterday. The financial condition of the Company at the close of 1866 is thus stated:

Capital.....	\$3,500,000 00
Funded debt.....	5,516,950 00
Floating debt.....	124,822 15
Certificates of indebtedness.....	120,405 25
Suspense account.....	50,000 00
Profit and loss.....	313,252 24

Total..... \$9,625,429 64

The cost of road was:

Railroad.....	\$6,566,299 81
Station houses, buildings, &c.....	180,528 08
Improvements at Hoboken.....	227,193 21

Total..... \$6,973,931 10

The equipment represents:

Cars.....	\$1,027,782 23
Engines.....	1,153,328 71

2,181,110 94

Total..... \$9,155,142 04

The receipts of the year were \$1,020,099 04, and the operating expenses \$715,208 12. The receipts of the first five months of 1867 were \$472,003 95, against \$360,605 56 in the corresponding months of 1866. The Philipsburg branch of the road was completed during the year. The increase of equipment required a second mortgage to be executed for \$3,000,000 in July last. This mortgage also secured \$1,500,000 of convertible bonds, which have been issued.

Chicago and Rock Island R. R.

The Annual Report of the Chicago and Rock Island, to April 1, 1867, shows a net income equal to *twelve and a half per cent* on the enlarged or consolidated Capital Stock of \$9,100,000—or clear of all expenses, interest on debt, leases and taxes, \$1,157,869. The first of the regular half yearly Dividends of 1866 was paid on the original Chicago and Rock Island Capital of \$6,500,000, and the second on the consolidated capital, while the interest paid out was equivalent to 7 per cent. on the original, and $3\frac{1}{2}$ per cent. (or 6 months) on the consolidated mortgage. The Income account, after the foregoing payments, and the extra dividend of \$2,080,000 paid last Fall on the original Capital, stands as follows on the present report:

Surplus, April 1, 1866.....	\$2,367,764
Added, last year, as above.....	1,157,869

Together.....	\$3,525,633
Extra Div'd in Scrip...\$2,080,000	
Dividends in cash.....	820,879—\$2,900,879

Leaving surplus, April 1, 1867.... \$624,754
The following are the details of the business of the year past:

From passengers.....	\$988,961
" freight.....	2,428,824
" mails.....	21,199
" rents and other sources.....	61,157
" int't on loans and deposits...	73,892

Total..... \$3,574,033

To operating expenses.....	\$1,827,852
To legal expenses.....	8,590
To taxes on real estate,	106,301
To U. S. Government	
Tax.....	51,291—1,995,034

Net earnings.....	\$1,578,999
Peoria lease.....	\$125,000
Interest paid.....	256,130
Bridge interest.....	40,000— 421,130

To income account.....\$1,157,869

The General Balance sheet of April 1, 1866, we condense as follows:

Cost of Rock Island Road, East.....	\$8,050,131
Purchase of M. and M. Road, West..	5,500,000
Extension and new equipment.....	1,763,691

Present cost road & equip't.....	\$15,313,822
Cash in Bank at 4 per ct. int't.....	1,263,289
Cash in Chicago.....	212,481
In U. States Stocks and with Land Trustees.....	74,300

Total.....	\$16,863,892
Consolidated mort. negotiated....	\$6,699,000
Less proceeds lent at call 7 per ct.	1,642,870

Employed in present cost of road, \$5,056,130	
Original Rock Island mortgage....	1,397,000
Capital Stock.....	9,100,000
Surplus Income, as above.....	624,754
Due Claimants on M. & M. Road*..	628,382
Income Bonds, Scrip, &c.....	57,826

Total..... \$16,863,892

* Of this amount \$450,000 in litigation, and consolidated Mortgage Bonds are held in reserve for the final award of the Courts.

The Company, it will be noticed, have cash, at call, on 6@7 per cent. interest, a sum more than sufficient to complete and further equip their Western extension to Des Moines, which will give them an entire line of 406 miles from Chicago, ready for business by the incoming of the new harvest. They have also Cash in Bank on 4 per cent. interest, equal to the Dividend payments of the present year.

Suit against a Railroad.

Before Judge Murdock.

Elisha Doudno vs. The Indianapolis & Cincinnati Railroad Company.—The plaintiff sues to recover \$10,000 damages. He says in his petition that he was employed by the defendants in the capacity of a brakeman, subject to the order of the conductor. That at the time he received the injury he was on locomotive No. 23, by order of the conductor, William McCormick, acting as fireman, and that the locomotive was so inartistically constructed that there were not steps nor footing from the cab to the valves, and that on April 17th, 1863, for the want of such steps, and while the train was running between Prescott and Shelbyville, the foot of the plaintiff was caught by the keys on the cross-head, whereby it was crushed and mangled so that it had to be amputated.

The defendants deny that the locomotive was inartistically constructed, or that plaintiff was acting as fireman by order of the conductor. It is also claimed that the accident was caused by the negligence of the plaintiff.

Judge Johnston, who opened the case for the plaintiff, remarked that he would insist on the following propositions:

1. By the law of progress, and the common law of the land, every railroad company is required to adopt such safeguards to the lives and limbs of the persons properly in their employ, as have been approved by the experience and adopted by the practice of other railroad companies; and if damage befall such persons so employed, in default of such safeguards, the company neglecting to provide them must respond in damages.

2. That which was due diligence in time past, is not due diligence now, if in the mean time new inventions and improvements have been made and brought into general use, securing more effectually the lives and limbs of persons necessarily employed on locomotive engines. Those who lay behind the improvements of the age must respond in damages for the evil consequences of their neglect.

3. If, in the judgment of the jury, the foot boards, walks and steps provided and adopted by modern usage are promotive of safety to the life and limbs of persons employed on locomotive engines, and the defendant neglected to provide such safeguards on the locomotive No. 23, and the injury to the plaintiff fell out in consequence of such neglect, the defendant must respond in damages to the full extent of the injury.

4. A contribution to one's own injury, to be a good ground of injury, must be substantial and immediate.

The annual meeting of the Merrimack Manufacturing Company was held at Boston on Wednesday. The Treasurer's report shows that the year has been one of prosperity, during which dividends, amounting to 25 per cent. were paid. The dividends from the establishment of the mills had averaged 13 37-100 per cent. annually. The reserve fund at the close of the year was \$515,079 61; value of cloth and prints on hand, \$268,627; and the total stock, \$541,248. Gross profits of the year, \$295,250 64. Profit and loss balance to the new account, \$495,199 99. A new mill is in process of construction which will contain 19,000 spindles, so that when completed the Company would have about 100,000 spindles in operation. About \$40,000 worth of machinery had been added during the last six months.

Cairo and Fulton Railroad.

The annual meeting of the stockholders of the Cairo & Fulton Railroad Company was held at Little Rock, Ark., on the 6th of May, at which the following gentlemen were elected Directors, viz.: To serve for one year—Noyes W. Miner, Edward Cross, Sr., Henry C. Ashley, Israel M. Moore. To serve for two years—John G. Roberts, Henry C. Dye, Mason Brayman, Walter C. Whitney, Jas. L. Wither, spoon. To serve for three years—Reuben W. Coon, William W. Levett, William H. Bailhache, George C. Watkins.

The officers for the ensuing year are, M. Brayman, President; E. Cross, Sr., Vice-President; W. W. Leverett, Secretary; S. H. Tucker, Treasurer; M. Brayman, H. C. Ashley, George C. Watkins, Executive Committee.

The following is the report of the President:

OFFICE CAIRO & FULTON RAILROAD CO., }
Little Rock, Ark., May 6, 1867. }

To the Board of Directors, Cairo & Fulton Railroad Company:

The President respectfully reports—

The charter of this company bears date January 12, 1853.

The act of Congress making donation of lands for this road and its branches, bears date February 9, 1853.

The report of the chief engineer announcing the completion of the location and survey of the line of road from the Missouri line to Texas, bears date September 26, 1854.

The act of the legislature of Arkansas, transferring the donated lands to this company, bears date November 26, 1856.

The first schedules of donated lands were delivered to the undersigned at the general land office in the city of Washington, July 20, 1857, comprising 1,069,229.40 acres; and the second, on June 9, 1859, comprising 46,180.01 acres; the aggregate quantity being 1,115,409.41 acres; leaving a deficiency to be supplied of 40,430.59 acres, which deficiency has been greatly increased, by reason of enormous entries, swamp land grants, and relinquishments in favor of claimants, under the various grants and pre-emption laws of the nation and State.

On November 1, 1859, the company conveyed, by deed of trust, to Mason Brayman, John Wilson and John Moore, all its lands and property acquired or to be acquired, to secure payment of five millions of dollars of seven per cent., twenty five years bonds, to be issued for the construction and furnishing the railroad of the company.

At a meeting of stockholders May 6, 1861, it was "Resolved, That owing to the present distracted state of the country, it is useless and unnecessary to go into an election for directors for the official term ensuing; and that, under provisions of the charter, the directors now in office shall hold over until further action of the stockholders."

On February 9, 1863, the ten years prescribed for the completion of the railroad having elapsed without such consummation, the lands unsold reverted to the general government, under provisions of the original grant.

At a meeting of the board of directors, on May 18, 1866, efforts then being made to secure a renewal and enlargement of the original grant, were approved, and their President vested with proper authority to seek that end.

On the 28th of July, 1866, it was approved and became a law by an act of Congress, which:

1. Renews the former grant for ten years.
2. Enlarges it so as to give ten full sections to each mile of road, instead of six.
3. Gives five additional miles in width outside the fifteen mile limit, within which odd numbered sections are appropriated sufficient to afford ten full sections to each mile.
4. Reserves all such sections absolutely from entry, pre-emption, or appropriation to any other purpose.

It may here be noticed that the donated lands of the Memphis & Little Rock Railroad Company, the Little Rock & Fort Smith Railroad Company, and the Cairo & Fulton Railroad Company of Missouri, which reverted to the United States under the same act of forfeiture, are restored to them, enlarged to ten sections per mile; and this, without effort or cost on their part; but, (thus far) wholly through the gratuitous service and expenditures of those having charge of the interests of this company. The first two companies above named having been subject to a control supposed to be hostile to the government, a reservation was made with respect to them, withholding the lands accruing to their lines until through their action the objection should be removed. The grant to this company was without such restriction, like objection having been removed by appropriate action of the company in anticipation of the passage of the act.

This act not only revives and confirms the original grant, which gave a width of fifteen miles on each side of the line, within which to find six full sections, or 3,840 acres to each mile, but adds a width of five miles outside and adjacent to each outer line, thus giving twenty miles in width on each side of the central line, from which to make up deficiencies in the original schedules and to add from sections, thus giving the sum of ten full sections, or 6,400 acres to each mile; which amounts to a donation to this company on a line of 301 miles of 1,926,400 acres of land.

The transfer by the State to this company, by the act of November 26, 1856, and by the company to its trustees before named, by deed of November 1, 1859, vested the lands as well as all other property of the company, acquired or to be acquired, in the trustees. The trust having remained in full force during the intervening time, the act of Congress of July 28, 1866, conforming to existing legal conditions, placed all the lands comprised in that act in the trustees, without any action of the legislature of Arkansas, or of this company. By this it is seen that the board of trustees hold the title to these lands subject only to the reservations and reversions found in the act of Congress.

Arrangements now begun will, it is hoped, be carried into immediate effect, for obtaining at the local offices, certified schedules of all the lands accruing to the company under the late enlarged grant. It is believed that the full quantity, 1,926,400 acres, will be obtained. The integrity of the grant is fully preserved by the law, which declares "that all the lands mentioned in this act, and hereby granted, are hereby reserved from entry, pre-emption or appropriation to any other purpose than that herein contemplated, for the said term of ten years from the passage of this act." This withdrawal being absolute under a law of Congress, all attempts to pervert any of these lands to other uses, by entries or otherwise, will be vain; and if any such entries shall be found to have been made, proper steps will be taken to set them aside; that all the lands thus granted and reserved within twenty miles of the surveyed and recorded line, on each

side, may be sacredly applied to lawful uses.

This company was unfortunate with respect to its first schedule of donated lands. Efforts to procure a grant from Congress began soon after the government entered upon a settled policy, as indicated by the grant to Illinois, Kentucky, Tennessee, Mississippi and Alabama, in aid of their great line from the lakes to the ocean. The route from the Missouri boundary to Texas, by way of Little Rock, was sufficiently indicated by the topography and character of the country, to be along the level middle ground between the lowlands on the east and the hill ranges of western Arkansas. Profiting by these natural indications, watching the progress of legislation in Congress and here, and following the track of the surveyor, speculators and swamp land agents continued to seize upon land enuring to this grant up to the time when the completion of the survey justified their withdrawal from further entry and spoliation, in September, 1854. Thus arose the deficiency appearing in the schedules made under the first grant, suggesting that caution, as to the future, which induced Congress to embody in the act of 1866, a positive reservation from the day of its date, of the lands intended for the construction of this road; and insuring, as before stated, and is anticipated, the full quantity fairly intended to be granted. In the former case, it required the filing of a plat of the surveyed line before the donated lands could be designated, but in this, the central line being of record, and the identical lands known, the act of Congress made the selection, *in place*, rendering necessary only the making of certified lists, etc.

The last brief published report of this company was made May 10th, 1860. It can now only be said that the legal organization of the company, in all its departments, has survived the perils and disorders of the intervening time, though in a state of suspended animation, and with the loss of many of its books and valuable papers.

The renewal of the land grant for ten years, and its liberal enlargement, may well inspire confidence that this work so indispensable, yet so long delayed, can now be consummated. Immediately upon the renewal, efforts were begun and zealously continued, to secure means and make reliable arrangements for entering upon the work of construction. Propositions came from a company of contractors in New York and New Jersey, for building and equipment, to be paid for in lands and bonds of the company, the contractors raising therefrom the necessary cash means. This negotiation gave way to the consideration of a proposition coming from Gen. Fremont and his associates, who had undertaken to consolidate, perfect and build a through line to the Pacific upon a route, including as a necessary link, that portion of our road lying south of Little Rock, being to the Texas boundary one hundred and forty miles.

For the purpose of this negotiation the President visited New York and Washington, but no definite understanding was reached. A purchase of the franchise of the Memphis & Little Rock Railroad had been made, four thousand tons of rails said to have been purchased, and its completion within the year 1867 contracted for; also, the control of the road from the termination of our line through Texas to El Paso, and thence under a Mexican grant to the port of Guaymas on the Gulf of California, secured—a projected line to San Diego on the Pacific being taken in as a part of the general arrangement.

The absolute necessity of bringing in this portion of the Cairo & Fulton Railroad, may at once be seen. Without it, the continuity of the proposed national highway to the Pacific would be broken, and the expected aid of the government and the confidence of the capitalists withheld. It was deemed greatly to the interest of this company and the State of Arkansas that this magnificent scheme should succeed. Whether we choose to further it by a sale of the franchise, so as to detach that portion of our road, and make it a part of another proprietary interest, or by mere co-operation under provisions of our charter, we were anxious to join in carrying the main purpose into effect. For it is no longer questionable that this southern Pacific line, to which our attention has been so long directed, is far preferable to all other routes across the continent. It is shorter, with easier grades, more direct, through a milder climate, and more free from deep snows than the northern lines. This company has never lost sight of a through line. The hopes of its projectors will not be realized nor its highest usefulness attained until it is made part of a completed operating line connecting the two oceans.

Governed by these considerations, no further terms were demanded in behalf of this company than such as would provide for immediate financial wants, and give assurance of the early beginning of the work of construction. We make it an indispensable condition, sure beyond doubt, that earnest and effective work be done. This secured, all other terms will be easy. Not having sufficient assurance on the point named, no conclusion was reached. Since arriving here, a form of contract has been received for approval and signature; which, not being satisfactory, has been returned for reconsideration. It is hoped that this negotiation, yet in progress, will have a favorable result. The people of Arkansas may regard the measure of success yet to be achieved under the contract of the same parties for the purchase and construction of the Memphis & Little Rock Railroad, as an indication of our probable success through like arrangements.

This company has of course made no progress in the work of construction since 1860. There is, therefore, nothing to report, except that its organization is preserved, its line of survey and location as originally established, with a munificent grant of land, which will stand at a sure basis of credit, and go far towards covering its final cost.

For many years the hopes of the people in this portion of the Union have been disappointed with reference to their railroads. It is not now intended to make new promises, nor to excite hopes which may again fall. We have learned patience is the school of adversity, and can consent to await the approaching time, when our resources shall rise, when emigration shall flow in to cultivate our inviting fields, and the enormous capital that seeks investment in our railroads, our mines and lands, shall come to our aid. But it may be written down as one of the certain events which are to come, that the Cairo & Fulton Railroad will be built within the ten years prescribed by Congress. Recent enquiry demonstrates the encouraging fact that there is abundant capital now ready to be devoted to this purpose, and men to take the work in hand. Ours is recognized as a prominent and feasible line of communication, our resources as ample, and the State as a most inviting field for legitimate enterprise. Nothing is now wanting but a full restoration of public

tranquility, to bring these things to pass. The men who hold the capital, and on whom we must wait for the means necessary to our work, will not yet aid us. Doubts and distrust lie in the way. Confidence, always of slow growth in pecuniary affairs, is not yet restored. The foundations of society, so recently shaken by the earthquake, do not yet rest firmly. The relations of Arkansas to the Union and her participation in its government, are yet to be resumed, and her position as a sovereign state assured. The few months to come will, it is hoped, settle all disturbing questions. When thus settled, justly and finally, the States again stand together as equal members of one national union, and we, so recently divided, become, in fact and feeling, what we have ever been by the constitution of our country and under the law, one people, then the way to success in this, our enterprise, will be open and sure.

Respectfully,

M. BRAYMAN, President.

CHICAGO, ROCK ISLAND AND PACIFIC R. R.—

The annual report of this company for the year ending April 1st, 1867, shows a net income equal to twelve and a half per cent. on the enlarged or consolidated capital stock of \$9,100,000—or clear of all expenses, interest on debt, leases and taxes, \$1,157,869. The first of the half yearly dividends of 1866 was paid on the original Chicago & Rock Island capital of \$6,500,000, and the second on the consolidated capital while the interest paid out was equivalent to seven per cent. on the original, and three and a half per cent. (or six months) on the consolidated mortgage. The income account after the foregoing payments, and the extra dividend of \$2,080,600 paid last fall on the original capital, stands as follows on the present report:

Surplus, April 1, 1866.....	\$2,367,764
Added last year, as above.....	1,157,869

Together.....	\$3,525,633
Extra dividend in scrip.....	\$2,080,000
Dividend in cash.....	820,879—2,900,000

Leaving surplus, April 1, 1867.....\$624,754

The total earnings for the past year from all sources, were \$3,574,033; operating and other expenses \$1,995,034; net earnings \$1,578,999. Deduct cost of Peoria lease, interest and bridge interest \$421,130, and there remains credit to income account \$1,157,869.—*West. R. R. Gaz.*

The city of St. Paul has subscribed \$50,000 to the bonds of the St. Paul & Chicago Railroad.

The *Tribune* says, "an order has been issued from the Treasury Department for the establishment of a Metropolitan Revenue Board for the prevention, detection and punishment of frauds upon the Internal Revenue. Its members will consist of a special agent of the department, the Assistant United States Treasurer in this city, and the United States District Attorneys for the Southern and Eastern Districts of New York and the State of New Jersey. Its jurisdiction extends over the first ten and the Thirty-second Districts of New York, and the Third, Fourth, and Fifth Districts of New Jersey.

The following are the earnings of the Union Pacific Railroad Company for the past three months: May, \$169,076 62; April, \$103,000; March, \$95,000.

ST. PAUL AND CHICAGO RAILWAY.—At last the prospects for active operations on the St. Paul & Chicago Railroad grow flattering. An interest has been awakened in Chicago, and the journals of that city are fully aroused to the importance of communication with St. Paul by the direct route down the valley of the Mississippi River to Winona, and thence almost an air line to Chicago. This route will shorten the distance between this city and Chicago by rail from eighty to one hundred miles, and is a route which connects all the principal points in the State with Chicago.

The contract for the construction of this road from this city to St. Paul, including the bridge across the Mississippi at this point, we understand has been let to Messrs. Morris, Reynolds, Saulspagh & Co., of Rock Island, Ill., and the prospects are excellent for the completion of the road between here and St. Paul this fall.

This line of road will be the great commercial route of the State, connecting as it does with the St. Paul & Pacific, the Minnesota Valley, the St. Paul & Superior, and the Hastings & Dakota Railway, and at Winona with the Winona & St. Peter Railway; in fact this becomes the great trunk line for the entire commerce between Minnesota and Chicago.—*Hastings (Minn.) Gazette, June 15th.*

WINONA AND ST. PETERS RAILROAD.—At the meeting of the stockholders of the Winona and St. Peters Railroad Company, held in this city on the 12th inst., the following gentlemen were elected directors for the ensuing year:

D. N. Barney, A. H. Barney, Jesse Hoyt, Alfred M. Hoyt, Charles F. Latham, New York; Wm. G. Fargo, Buffalo; Benjamin P. Cheney, Boston; J. W. Sprague, Winona; Angus Smith, Milwaukee.

The active management of the company's interests here will doubtless continue in the hands of Gen. Sprague, the managing director, a gentleman of acknowledged vigor, and superior executive abilities. For the information of certain of our interior cotemporaries who have feared that the recent changes in the employees of the company would work to the detriment and unpopularity of the road, we would take this occasion to say that such fears are wholly groundless in fact. It is no reflection upon the recent energetic Superintendent of the road, Mr. Atkins, to say that he will be succeeded by a man in every respect worthy to be his successor, and that in all its departments the Winona and St. Peters Railroad will continue to be as it has been, the best managed and most popular thoroughfare in the State.

The extension of this road beyond Owatonna is being prosecuted as rapidly as possible, and the line will be opened for business to a point near Clear Lake, about 15 miles west of Owatonna, by the first of September. The iron necessary to lay the track to that point is mostly in hand, and what is still lacking is now en route from New York.—*Winona Republican.*

—A creosoted sleeper, put down on the Stockton & Darlington Railway, in England, in August, 1841, was taken up March 14th, 1867, after nearly twenty-five years' service. The grain of the wood, although slightly discolored by creosote, is as fresh and apparently as tough as that of a newly sawed timber, and the odor of creosote is as strong as if the wood had just been operated upon.

Petroleum as Steam Fuel.

Efforts to utilize petroleum as fuel for ocean and river steamers continue in the dockyards of England, France and other European nations, and in navy yards and by private individuals in this country. Our late files of foreign papers show that the English Government has made another appropriation to continue the experiments there, and the French Emperor has given similar considerations to this new development of science.

So far as we can learn, the same obstacle has been met by all the inventors. A great fire has been produced, which readily generated steam, but the fires have never burned clearly, nor with safety, nor without so rapid a formation of coke, that their apparatus has become choked up and useless within from six to twenty-four hours.

Impressed with the great importance of this subject in steam engineering, we have taken a deep interest in the experiments which have been carried on at the navy yard here on board the gunboat Palos, and have several times during the past few weeks alluded to them in these columns. On Tuesday, May 21st, the patentees started their fires for a regular trial of seventy-two hours, under the superintendence of a board of chief engineers appointed by the Government. They ran the engines of the boat, keeping up a full head of steam, until Friday evening, a period of over three days and nights, without ceasing. The fire burned bright and clear, without smoke, and an official examination of the apparatus on Saturday morning, showed it to be in apparently as good condition as at the start, and able to run on for an indefinite period. There was no appearance of coke, and the flues and smoke stack were much cleaner than after a coal fire. The fires were perfectly under control, and one of the engineers remarked that he would as readily cross the ocean with petroleum fuel as with coal; that he considered it quite as safe and much more convenient.

The petroleum fire has driven the engines and wheels of the Palos about fifty per cent. faster than coal, burned at its utmost, has ever done, and we believe that to one of the fast North river steamers it would add at least five miles an hour to the fastest time ever made.

The result of last week's experiment was so favorable that the commodore and engineers have recommended a sea trial, and orders have just been received from the Navy Department for the boat to proceed down the Jay. Mr. Allen, one of the owners of the patent, informs us that she will probably sail on Tuesday or Wednesday next. As this will be the first sea voyage in the world of a government steamer propelled by petroleum, it will be an occasion of deep interest to the scientific and the commercial world.—*Boston Com. Bul.*

At the annual election of St. Louis, Alton and Terre Haute Railroad Company, held at St. Louis on the 13th inst., Charles Butler, Robert Bayard, Russell Sage, Samuel J. Tilden, and Thomas Denny, all of New York; W. H. Underwood of Belleville, Ill.; John S. Hayward of Hillsboro, Ill.; Levi Davis of Alton, Ill.; Anthony Thornton, Shelbyville, Ill.; Geo. W. Parker of Charleston, Ill.; M. M. Dill, Paris, Ill.; Carlos S. Greely, St. Louis, and Jacob H. Hager, Terre Haute, were elected directors at a subsequent meeting of the Board. Charles Butler, Esq., was elected President.

The Wool Clip of Ohio in 1867.

John H. Klippart, Esq., Secretary of the Ohio State Agricultural Society, has written a letter to the *Ohio State Journal*, from which we extract the following:

It appears from the papers that there are a less number of sheep returned by the Assessors in several counties in 1867, than were returned in 1866, and in connection with this it is stated, that the fleeces shorn this year do not weigh as much as they did last year. The falling off in weight can be attributed to two causes only: First, that Vermont grease is not hereditary to the original extent in Ohio; or, second, that the fleeces are washed cleaner.

Up to the present writing, (Saturday, June 15,) I have received returns of the number of sheep in the following counties, from the respective County Auditors, being the returns from the Assessors for 1867. I have appended the returns for 1866, so that comparisons may be readily made:

	1867. No. of Sheep.	1866. No. of Sheep.
Coshocton.....	182,777	163,995
Crawford	106,831	104,893
Fayette.....	57,826	63,535
Greene.....	53,636	47,316
Guernsey.....	186,901	158,521
Hamilton.....	8,158	7,864
Henry	17,604	15,859
Knox.....	198,652	179,063
Logan.....	78,378	69,688
Madison.....	130,032	139,183
Mahoning.....	131,973	127,274
Marion.....	133,357	119,356
Miami.....	24,453	23,487
Morrow.....	160,319	142,539
Pike.....	24,217	21,050
Portage.....	125,545	137,633
Preble.....	20,136	19,565
Union.....	105,225	91,102
Total.....	1,746,562	1,631,923

The returns from these eighteen counties, comprising about one-fifth of the State, were not selected, but comprise all the returns which have as yet reached this office. The counties having suffered a diminution, as compared with 1866, are Fayette, Madison and Portage; in all the others there is an increase.

If these eighteen counties may be accepted as an average throughout the State, there will be 7,575,702 head of sheep in 1867, whereas there were 6,966,028 in 1866, showing an absolute increase of 609,674 head of sheep, or an increase of nearly nine per cent. In 1864 the assessors returned 6,221,353 head of sheep; the clip of these was reported in the spring of 1866 at 23,927,714 pounds. Preble county failed to report the clip, but estimating it at 73,000 pounds, giving a total clip shorn in 1865 (but reported in 1866) of 24,000,000 pounds, 3 85-100 pounds of wool (and dirt) per sheep. The clip of 1866 is now in course of being reported to this office. If the assumed number of sheep for 1867 (7,575,702) is correct, and the fleece has the same average weight it had in 1865 (3 85-100), then the clip for 1867 will amount to 29,166,452 pounds. When the returns are all in for 1866, I think it will be seen that last year's clip was about 27,000,000 pounds.

The Union Pacific Railroad Company advertise that they will pay the July interest on their first mortgage bonds at the office of the company, No. 20 Nassau-st., on and after the 1st inst.

German Polytechnic Association.

The German Polytechnic Association held its regular weekly meeting on Friday, May 31, 1867, the president, W. Hauff, Esq., being chairman.

Mr. Gross read a paper on atmospheric railways, especially mentioning those now in use in London, which, after a trial of six years, have proved to answer the purpose in every respect. The consist generally of cast-iron pipes which are connected by flanges and lead packing. They are usually laid below the street level, and contain a track on which the trucks run. The latter are furnished with a rubber packing at each end. At one end of the route the pipe is connected with a ventilator, which can be used to compress the air as well as to extract it. It has been ascertained by experiments that a body in a vacuum can be propelled at the rate of *seven hundred miles an hour*, under atmospheric pressure. The trucks of the London atmospheric railway (the pipes of which are 33 inches diameter in the clear) run from 25 to 30 miles an hour at a pressure of 2½ ounces per square inch; but there are no inclines to be overcome. The trucks are each loaded with one ton in weight, and they easily run through curves of 40 feet radius. The rubber packing need not fit very closely to the pipes, because the trucks move at a high speed, the pressure being at the same time a comparatively low one, so that the waste is not important. The least difference in the pressure behind and before the truck, when the ventilator commences to work, will start the truck.

The chief advantages of the atmospheric railway are, the infallibility and velocity of the dispatch, a complete independence from the influence of the weather, and lightness and cheapness of construction, inasmuch as all expensive structures used in common railroad building are omitted.

The disadvantages are the following:—Repairs are rendered very difficult, because the place of damage cannot easily be found out; the application of intermediate stations is also difficult.

The London pneumatic dispatch routes are all short, none being longer than half a mile. They are especially used for the conveyance of letters and packages, but passengers have also been carried through the tubes.

The atmospheric railway under the Thames river (London) consists of a wrought-iron pipe lined with brick, both inside and outside. The inside diameter of the pipe is 12 feet 9 inches. The cars used on the road are common railroad cars, which are furnished with a brush packing. At the intermediate stations a lever mechanism comes into contact with the car when the latter is going to stop, and this opens a door, which equalizes the pressure; and as the track is also laid on an incline, the cars are brought to a stop without the aid of a brake.

Several proposals have been made in New York for the dispatch of letters by means of a pneumatic railway, especially connecting the distant parts of the city. A very ingenious arrangement of pipes has been devised in connection with the street letter-boxes, so as to automatically empty the boxes by the motion of passing cars.—*Artizan.*

The Panama Railroad Company have declared a quarterly dividend of six per cent, payable July 5. The transfer books will be closed on the 25th inst.

Railroad Earnings for May.

The following are the gross earnings, for the month of May, 1866 and 1867, of the several roads named:

	1866.	1867.
Atlantic & Great Western.....	\$451,477	\$459,370
Chicago & Alton.....	329,851	335,691
Chicago & Great Eastern.....	129,460	89,349
Chicago & Northwestern.....	735,082	767,736
Chicago, Rock Island & Pacific.....	325,110	251,916
Cleveland & Toledo.....	210,783	180,675
Erie.....	1,101,632	1,122,140
Illinois Central.....	569,250	477,607
Marietta & Cincinnati.....	95,664	90,526
Michigan Central.....	365,198	333,952
Michigan Southern.....	426,493	358,601
Milwaukee & Prairie du Chien.....	267,458	239,497
Milwaukee & St. Paul.....	245,598	230,497
Ohio & Mississippi.....	2-3, 139	282,939
Pittsburg, Fort Wayne & Chicago.....	682,510	578,292
Toledo, Wabash & Western.....	316,433	329,078
Western Union.....	86,913	57,952

Total in May.....\$6,613,070 \$6,088,325
Total in April.....5,696,240 6,030,672

ILLINOIS CENTRAL RAILROAD COMPANY.—The following is the statement of the business of the Illinois Central for the month of May last:

LAND DEPARTMENT.

Acres Construction
Lands sold.....11,537.01 for \$110,763 64
Acres Interest Fund
Lands sold.....564.19 for 7,780 30
Acres Free Land sold 7,250.04 for 90,597 89

Total Sales during the
month of May, 1867, 19,351.24 for \$209,141 83
To which add Town
Lot Sales.....1,465 00

Total of all.....19,351.24 for \$210,606 83

Cash collected in May.....\$189,394 57

TRAFFIC DEPARTMENT.

Receipts from Freight.....\$308,546 00
" Passengers 128,703 05
" Mails..... 6,328 33
" Rent of road..... 4,000 00
" Other sources..... 30,000 00

Total Receipts in month of May,
1867.....\$477,607 38
Total Receipts in month of May,
1866.....\$507,829 86

ALBANY AND SUSQUEHANNA RAILROAD.—This road is rapidly approaching completion. It is completed to Sidney, 105 miles, and nearly graded to Ninevah, 15 miles further. At the latter point, the railroad being constructed by the Pennsylvania and Delaware Coal Company, 55 miles in length, will come in. About 20 miles further will bring the line to its western terminus and junction with the Erie Railway at Binghampton.

NEW HAVEN AND NORTHAMPTON RAILROAD.—The extension of this line from Northampton to Williamsburg is under graduation, and track-laying will be commenced in July. The southern part of the road (from Granby to New Haven) is leased to the New York and New Haven Company. The lease will expire in July, 1868, when the entire line will be resumed by the Northampton (Canal) Company.

HUDSON RIVER RAILROAD.—Steel rails are being laid between Yonkers and New York, and it is proposed to extend the new track to Sing-Sing.

MONETARY AND COMMERCIAL.

The condition of the money market is not different from what it has been for some time past. If the demand for loans was urgent there would be a great stringency in the market, but as the opposite is the case the market rules easy for acceptable paper at from 9@10 per cent.

The Exchange market is dull and without animation, the demand being limited. The following are the regular quotations:

	Buying.	Selling.
New York.....	par	50 prem.
Philadelphia.....	par	50 prem.
Boston.....	par	50 prem.
Gold.....	137½	138½
Silver.....	129@131	132@133

The New York gold market has been remarkably steady with a tendency to higher rates during the week, as is shown by the following table of daily fluctuations:

	Opening.	Highest.	Lowest.	Closing.
June 20.....	138	138	137½	137½
" 21.....	137½	138	137½	138
" 22.....	133½	133½	138	138
" 24.....	138½	138½	138½	138½
" 25.....	138½	138½	138½	138½
" 26.....	138½	138½	138	138

The Tribune of Wednesday says of the stock market.

"Government bonds are very strong, and but small amounts are offered at quotations. State and Railway bonds are firm. The miscellaneous shares are steady. Western Union Telegraph is more active and sold at 43½. Pacific Mail fluctuated sharply between 136 @138½, on rumors of yellow fever at Panama, and an opposition line to be started by some persons in connection with the Nicaragua route. Atlantic Mail sold at 107. The Express stocks continue excited, and the old companies are all lower. Adams sold at 72½; United States, 75; Merchants' Union was 12½ bid at the close. The Railway market has been very excited; at the opening there was a pressure to sell, and prices declined from ¼@½ from the closing prices of yesterday, but the market immediately rallied, and all the leading shares were in demand. Michigan Southern led the market, selling as high as 75½, then reacting to 73½, and finally closing 74½. Erie opened at 60½, sold up to 63, closing 62½. The Northwestern shares, Rock Island, and Fort Wayne were also in active demand. Michigan Southern and Erie are both being manipulated in reference to the approaching elections, and it is rumored that the Michigan Southern direction can be changed on giving thirty days' notice to call a meeting of stockholders, and this rumor is helping the stock. The amount of business transacted has been very heavy, and large blocks of stock have changed hands. Several small failures are reported, but none of any prominence. After the Second Board, there was a sharp reaction dominant, but prices immediately rallied again, and the desire to buy continued unabated, and the market closed strong. The following are the closing prices: New York Central, 102½@103; Erie, 62½@62½; Michigan Southern, 74½@75; Cleveland and Pittsburg, 79½@80; Rock Island, 92½@92½; Northwestern, 36½@36½; Northwestern Preferred, 60½@61; Ft. Wayne, 100½@100½."

—The Union Pacific Railroad is completed to the line of Colorado Territory, 380 miles west of the Missouri, and is said to be progressing at the rate of three miles per day.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

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In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.	
2, 10 " " 6½ " " 35 " "	
3, 8 " " 11 " " 36 " "	
4, 8 " " 9 " " 35 " "	
5, 7½ " " 6½ " " 30 " "	
6, 10 " " 8 " " 40 " "	
7, 7½ " " 8 " " 35 " "	

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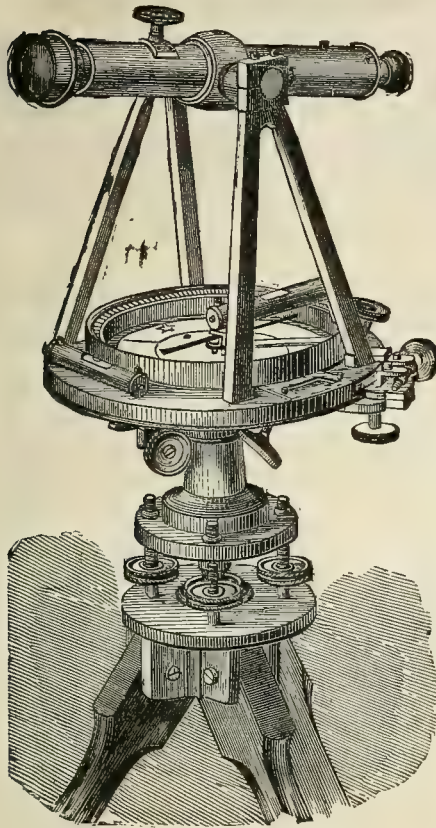
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**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 1/2 inches in width, and under. For Tickets over 2 1/2 inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
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J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
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[Aug. 2, 1f.]

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Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLON	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.50 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

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Passengers to the Eastern Cities will find the

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A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved des-
cription, unequalled by any Railway on this continent.

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Provided for all Night Trains, and Smoking Cars for
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**Ample time is allowed, at all hours,
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No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

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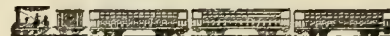
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
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CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front to East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.
State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. E.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN, from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO

ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

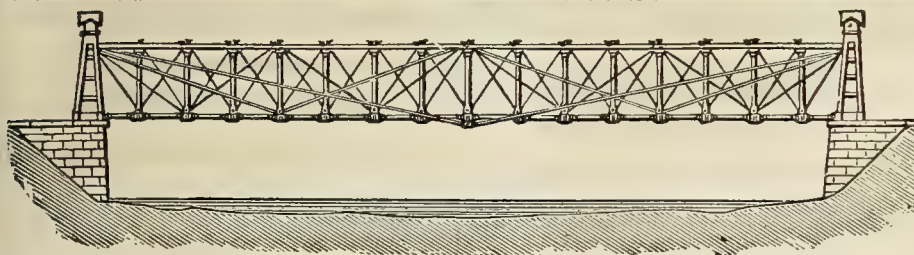
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in *efficiency, economy and durability*, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

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AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
my11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. my11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to **WASHINGTON CITY.**

W. F. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time **TWELVE MINUTES SLOWER** than Cincinnati time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the **RIGHT TICKET OFFICE** before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Save the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE, General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9.

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.
On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express).

SUNDAY TRAINS.—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, JULY 11, 1866.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:50 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	8:25 A. M.	4:45 A. M.
Columbus Accommodation.....	4:00 P. M.	10:55 A. M.
Lightning Express.....	8:00 P. M.	1:55 P. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.

Baltimore and Washington City	
Express Mail.....	8:25 A. M. 5:00 P. M.
Baltimore and Washington City	
Night Express.....	12:35 A. M. 5:55 A. M.
Marietta and Parkersburg Mail.....	8:25 A. M. 5:00 P. M.
Jackson and Portsmouth Mail.....	8:25 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M. 9:40 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:20 P. M.
Toledo, Sandusky, Detroit and Canada.....	7:00 A. M.	9:20 P. M.
Dayton Accommodation.....	7:00 A. M.	9:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:20 P. M.
Dayton & Richmond Accommodation.....	3:00 P. M.	10:30 A. M.
Indianapolis & Cambridge City.....	3:00 P. M.	10:30 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	7:00 P. M.	6:45 A. M.
Richmond and Chicago.....	7:00 P. M.	9:20 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	10:50 P. M.
Louisville, St. Louis & Cairo Ex.....	7:15 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:10 P. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:00 A. M.	9:10 A. M.
Springfield & St. Joe Express.....	12:00 M.	4:30 P. M.
St. Louis & Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:05 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connorsville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:20 P. M.
Connorsville, Cambridge City and Indianapolis Express.....	3:00 P. M.	10:30 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	6:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:00 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Express.....	7:00 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	1:55 P. M.

Cincinnati, and Norfolk (Virginia) Railroad.

While we have been most earnestly advocating the Southern Road direct from Cincinnati to Charleston, and while we believe, that is the one which will really yield the most advantages, it is not improbable (nay it is quite probable) we shall have a railroad direct to the Southern Atlantic, before we get one Southern Road at all. The apathy and dullness which seems to reign in Cincinnati, may utterly prevent for a long time, the construction of the Southern Line direct. But, in the mean time, other parties will not neglect their interests, and fortunately, their interests are in some respects, identical with our own. It is known that Virginia has a great line of railroad called the Virginia Central, which being connected with Richmond, Petersburg and Norfolk, has its western termination at Covington, in the mountains. Virginia had made preparations to carry this road to the Ohio River, at or near Guyandotte. Since the war is over, this enterprise is renewed, and we believe the Company commands funds enough to do it. It is believed now, that the Covington road to the Ohio will be immediately completed. This alone will prove of great and vital consequence to Cincinnati; for the Ohio is always navigable to Guyandotte, and then with but one transshipment, the products of Cincinnati will be landed at Norfolk, Virginia. That this will make a great revolution in the trade of Cincinnati with the South, we have no doubt. The products, which in some cases have gone round 1,000 miles in order to reach points in the Carolinas, will then be distributed through Petersburg and Norfolk. This will be a new and extraordinary commercial movement, which few persons have anticipated; but, which will assuredly take place at an early day.

But, this is not all, two cut-offs are intended, which we predict will also soon be understood, and which will have a vast influence on Cincinnati. The first is a cross Railroad from Covington to Lynchburg, about 40 miles. This is (it is said,) to be immediately undertaken, by the same parties who are interested in making the Covington Road. The effect will be very decided; for it obviates the necessity of going round by the Central Road to Petersburg, which is a circuitous route. It will be a telling cut-off; this will complete the entire Virginia line, from the Ohio river to Norfolk. But, to make this great arterial line perfect to Cincinnati, we must have a Railroad from Cincinnati to Guyandotte, which will be about 120 miles, and will have many advantages; provided, (which we take for granted,) that the Ohio is bridged, as it is, or will be at four or five other places. In that case, Cincinnati will have a direct, and almost unrivalled line of Railroad to tide-water, at Norfolk. No Rail-

road to the Ocean can compete with it. The line will be made as follows:—leave the Little Miami Railroad at Milford, go up the East Fork of the Miami, by Batavia, and through the best part of Clermont and Brown counties, to Portsmouth; thence to Ironton and Guyandotte; thence to Covington, Lynchburg, Petersburg and Norfolk. The whole distance would be very nearly as follows:

	Miles.
Cincinnati to Guyandotte.....	120
Guyandotte to Covington.....	160
Covington to Lynchburg.....	40
Lynchburg to Norfolk.....	200

Total..... 520

Now, when we recollect that this is the shortest R. R. Line,—can possibly be made to the Atlantic Ocean (the air line distance being just the same, with that of Charleston, and the railroad line much less), and that Norfolk is one of the three best harbors in America, we see at once, that nothing in the railroad line can be done for Cincinnati better than this, except that this line will not develop her resources, and increase her population, as much as the direct Southern line. But, if Cincinnati will not attend to her own interests, she must take what comes. We have said enough to show the advantages of a new line, which will come to Cincinnati, rather by accident, than by any purpose of her own.

Correspondence.

We commend most heartily the articles in the RAILROAD RECORD of June 21, and June 28, "Southern Railroads and Cincinnati Manufactures," with the exception of what is said in the last with respect to "W. A's" communication in the RECORD of June 21, about which it is not proper that we should express any opinion.

It is affirmed that Cincinnati may be made a centre of the Cotton Manufacture. In relation to this opinion the editorial of June 28th says, "Why not? If it is profitable to carry on the cotton manufacture at Lowell, Massachusetts, it must be much more profitable in Cincinnati. Bread is cheaper, coal is cheaper, and cotton is cheaper."

"3d. Very little of this magnificent result, anticipated here, can be accomplished without the two Southern Roads to which we have alluded: 1. To Knoxville or Morristown; 2. To Richmond and Norfolk. But little is required from Cincinnati to accomplish. Nominally full \$800,000 has been subscribed as a bonus to the Knoxville road, and only \$200,000 more is asked. It ought to be raised in a day."

We have formed an erroneous opinion, based upon apparently sound statistics, of the wealth of individuals or firms in Cincinnati, if there are not forty such who can, without feeling it, pay this \$200,000 as it is wanted, and even immediately, if necessary. The increase in the prosperity of Cincinnati

from this railroad would add to the security and value of the property of every property holder in Cincinnati, and especially of every man of large monied means or large real estate. It is high time that Cincinnati should realize in full the capacities of her position. On the North, though she has very large interests, she is in a certain sense, "cabinéd, cribbed, confined," she is now, and has been for years, commercially debarred from roaming with free foot in that direction. The antagonism of older and younger sisters meets her there as soon as she gets one hundred miles from her suburbs. New York, and Philadelphia, and Pittsburg, are her elder sisters; Chicago, Indianapolis, etc., her younger sisters. The maxim in traffic, when they come in competition with her is, in a legal not a violent sense,—

"The simple rule, the good old plan,
That he should take who has the power,
That he should keep who can."

On the North she is met by the powerful interference of populous and rich cities. In the South she has an immense area, comparatively untouched by her hand, from which she may derive resources that will enable her to wrest back large territory that has been gained by her elder and younger sisters north of her. She has but to act wisely and vigorously with the capital already in her possession, and in a very few years the main lines of railroad will be constructed that are essential to her permanent increase and greatness. The collateral lines to connect with them are some of them already in existence, and the rest will follow by a natural and necessary sequel.

If Cincinnati does not thus act wisely and vigorously, (my hopes largely predominate on this point,) then in the language of the RECORD of June 28th, "most assuredly the position which she ought to have will be seized by others." Precisely what the editorial of the RECORD has predicted as consequent upon her neglect will happen, and in the manner that it has pointed out. History is philosophy, teaching by example, and we have historical facts of intense interest bearing on this very question of change in the localities of manufacture.

England furnishes the most striking and abundant facts of this kind. The greatest of manufacturing nations for a century, the changes of locality in manufacture have been immense. Professor Thorold Rogers, in an article on "the distribution of the wealth of England in the fourteenth century," has shown the vast changes which manufactures have undergone in England with respect to localities, and has vividly exhibited the causes of these changes. After mentioning a number of cities and counties and the changes in their taxes, he proceeds thus.*

"Time, therefore, has made great changes

in the relative prosperity of their several localities. The wealth of England has migrated to her western coast, or at least, grown in far larger proportion in regions which were comparative deserts in the fourteenth century. Trade traverses other highways, explores other oceans than those which were known in the days of the three Edwards."

* * * * *

"The place of these great hives of industry, which now store up the materials of the whole world, and diffuse their products among all nations, whose energy is ceaseless, and growth unremitting, was then little else than moorland and fen, scantily peopled, imperfectly known, and rude even by comparison with the nude age before us. The course of inland traffic never lay on the western side of our island. It was only on few occasions that the towns of the great northern road were visited." * * * * *

"The Mersey was then a silent estuary, the Irwell a mountain stream, the dells and valleys of the West Riding were unexplored and hardly tenanted; and the great mineral wealth of the midland counties undisturbed and unknown. Regions which are now the home of thousands were then wooded solitudes, peopled by the red deer, by wild boars, and by wolves."

"On the other hand, Ravenspree, the great Yorkshire harbor, lies below the ocean. The Norfolk seaports have been wasted away or silted up. The Sussex forges are extinct. The widely renowned fair of Stourbridge, famous as that of Novgorod, or Nuremberg, or Leipzig, is forgotten; and its rich harvest of tolls—once reaped by the Prior of Barnwell, is now, I conceive, no source of considerable income to his successor, the University of Cambridge. The chartered towns of the Eastern, the South midland, and the Southern counties, all originally gifted with parliamentary representation, because they were the seat of mediæval manufacture or trade—have now become, in many cases, rotten boroughs, villages whose past prosperity can be guessed at only by the great gray church and the ruined castle."

"This is not the occasion on which to interpret the aggregate of causes which have led, almost in our time, to the growth of population, and the settlement of vast industries in the north, the north-midland, and the western counties. We know how these results have been aided by the special advantages of vast mineral treasures, buried in the soil of these regions."

We thus see what mighty changes have been wrought, as the professor says, some of the greatest of them "almost in our time," in the manufacturing localities of England. And we see that whilst other causes have had partial effect in determining these changes, the principal cause has been "the special advantages of vast mineral treasures, buried

in the soil of these regions," to which manufactures have migrated. This speaks volumes of what will be in the future history of our country. A city that avails itself of these advantages all around it, and opens facilities for obtaining the raw material, and of transmitting the manufactured articles to various and populous markets, must move forward rapidly and steadily. W. A.

American Central Railroad.

BRILLIANT SCHEME.

The "American Railroad Journal" presents a sort of prospectus of the AMERICAN CENTRAL RAILROAD which is proposed to be constructed for the purpose of accommodating the anticipated traffic of the great overland route to the Pacific via Omaha, and for the purpose of, especially, enabling "the new Company, composed of a few capitalists" to share, with some who are not capitalists, we suppose, the "annual dividend, certainly not less than 20 per cent.," and prospectively, "if the business of the Union Pacific proves any thing like the estimates, we may safely double this amount, and expect a dividend of 40 per cent." So much for the principal objects in view. But to the scheme itself, the Journal prefaces it as follows:

"If any one will look at a map of the Northern States he will notice that the 41st degree of latitude is the shortest and most palpable line between the most populous and commercial parts of Ohio, Indiana and Illinois, and the Missouri River at the point whence the great Union Pacific Railroad leads off westwardly to the Pacific. The straight line route which shall bring this new traffic by rails into the heart of the Atlantic States must have advantages over all other existing and irregular lines; must, in fact, do the principal business of the Union Pacific Railroad, and become the main eastern channel of this new commerce. This event has already been foreseen; and the company which now owns the charters and property of the American Central Railroad has secured, free from all question, the immense advantages of this project. We take pleasure in communicating the following facts in relation to its present condition and prospects:

HISTORY.

"From the report originally made by the Chief Engineer as long ago as 1853, we perceive that the project was well understood from the beginning, being a design to establish an easy and direct route from Salem, Ohio, as far as the Missouri River. Charters had been obtained from the States of Indiana, Illinois and Iowa, estimates and surveys duly made of the work in three divisions—Eastern, Western and Middle—legal steps taken to change the names given to a part of the links of the route, a complete organization was effected, and in fact all the necessary steps were taken to carry on the work. Since that period it has been found most advantageous to extend the action of the company. The rights and property have been consolidated and placed by legal steps in the present hands; and the new company, composed of a few capitalists, are now prepared to proceed without further delay."

* Eclectic Magazine for May, 1866, pp. 563, 564.

It will be perceived from the above that the scheme is not an entirely new one, but has been a long time in a state of incubation. We would also draw attention to the fact that this is not a scheme designed to advance the private interests of either of the great cities of the Atlantic States, but the eastern terminus of this great route is to be at *Salem*, (which *Salem*, out of fifteen in Ohio, is not stated). Ohio. This is, of course, modest, as the "few capitalists" do not wish at the outset to make a discrimination between the "four trunk lines," as to which one they will throw the stream of golden traffic to from this *great central commercial point*. Of the facilities and importance of *Salem* (we take it for granted that the *Salem* meant, is *par excellence*, in Columbiana Co.) *Harper's Gazetteer* says it is situated on the Ohio & Pennsylvania R. R., 69 miles from Pittsburgh and 118 from Crestline. It contains 6 churches * * * a classical academy, 24 stores, a bank, 2 woolen factories, 3 foundries, a grist mill, 2 machine shops, 3 printing offices, each issuing a weekly newspaper, and 1,300 inhabitants." We should not have been so particular in our description of the Eastern terminus if the *Journal* had not left its readers "in the dark." The *Journal* gives the following expectations and—

"DESCRIPTION."

"The length of the line is now 585 miles, with a narrow gauge. It has an easy and natural grade, and can be constructed at a moderate cost. On the different divisions, about \$1,200,000 have been expended in grading. The whole line has in fact been surveyed, and 70 miles of the Illinois portion are ready for the iron.

"The piers of the bridge over the Iowa River are ready for the superstructure, and a large amount of work has been done.

"It is expected that fifty miles, from Galva to the Mississippi River, will be the first portion completed. This will become immediately useful and profitable for many obvious reasons. It is ascertained that the above fifty miles of the road westward of the Chicago, Burlington and Quincy line can be completed easily in six months' time.

PROSPECTS.

"The growing wealth and population of the States through which this line passes, insure a large traffic of freight and passengers. But it must be remembered that the route from the river to New York will be at least 75 miles shorter than any other, as can be verified by the examination of the map alone.

"The number of counties through which the road is laid out in the States of Iowa, Indiana and Illinois, is 26, with a population of nearly a million, and a value of real and personal property amounting, as long ago as 1860, to \$178,964,497; while the rate of increase of taxable property is going on at the rate of hundreds per cent. in many of these Western counties. Twenty other fertile and populous counties by their proximity to the line in Illinois, Indiana and Iowa alone, will furnish their business to the road."

From the above it will be readily perceived that some unknown power must have anticipated the designs of this Company and has

"prepared the way, and made its paths straight," and that there will be an actual saving of "75 miles" between "the river and New York," which if you don't see it, "can be verified by the examination of the map alone." A map is a "good thing" on which to lay out a railroad. Two pins, and a piece of thread well chalked, will lay it out admirably. Further—

"This is not all. The American Central being the grand trunk road will receive the business of a large number of other lines which cannot be avoided. If they were rivers they would be affluents and confluents.

"Beginning at Fort Wayne, after having reached there, from Salem, coming west, we leave behind us these feeders: the Atlantic and Great Western, the Cleveland, Columbus and Cincinnati, the Sandusky, Mansfield and Newark, the Sandusky, Dayton and Cincinnati, the Fremont and Indiana and the Dayton and Michigan, all of which are in fact contributors to the traffic of the Central line. We then, coming upon it, meet and cross the Pittsburgh, Fort Wayne and Chicago, and the Toledo, Wabash and Western; 30 miles further, the Cincinnati and Grand Haven; 15 miles further, the Indianapolis and Peru; 20 miles further, the Chicago and Great Eastern; 10 miles further, the Louisville, New Albany and Chicago; 12 miles further, the Chicago and Lafayette; 35 miles further, the Chicago branch of the Illinois Central; 31 miles further, the Chicago, Alton and St. Louis; 29 miles further, the main trunk of the Illinois Central; 21 miles further, the Bureau Valley; 31 miles further, the Jacksonville and Savannah; 5 miles further, the Chicago, Burlington and Quincy; and 50 miles further, we reach New Boston on the Mississippi River, opposite the mouth of the Iowa river. From thence to Council Bluffs on the Missouri, opposite Omaha city, where it will connect with the Union Pacific road, several lines in operation and projected will be crossed. Thus we have the benefit and the connection and business of all these great, and most of them prosperous lines, and having a good credit in the market. We are not aware of any other line existing or projected in this country which has as many tributaries and auxiliaries, or which can gain as much from any such sources.

THE DISTANCES.

"From Fort Wayne to the Illinois State line is 126 miles. From the Indiana State line to New Boston, on the Mississippi River, is 186 miles. From the Mississippi to the Missouri River, 273 miles. It will thus be perceived at a glance that we have a straight trunk line, that a large part of it is ready for the rails, and that it secures the aid and business of over 20 lines that cross and run into it. We also find from the Engineer's early report that the grades are easy, the line straight, and the ground most favorable."

All the roads referred to without a single exception will undoubtedly do their very utmost to make the "American Central" a decided success. They will be self-sacrificing in their efforts, so that the traffic and commerce of the entire West as well as the Pacific is expected to be turned into one grand channel, and flow over this magnificent route, terminating not in such minor towns as New York or Philadelphia, but at *Salem*. (The

leading reason why *Salem* was selected, is supposed to be the great age attained by its oldest inhabitant—Methuselah.

The *Journal* seems to grow fearful that its first indorsement of this grandiloquent scheme might not be sufficient, hence it gets off the following, which we give in full:

"We do not know of any impediment in the way of its immediate completion. It is in the hands of honorable and energetic men who are able to push the project through at once, and we do not know that they require a word of commendation at our hands.

"It has been known for years that we have been warm supporters of the Union Pacific Railroad; we have gone so far as to recommend the employment of a large body of the army upon the work as soon as the war was over, and have on all occasions urged the liberal support of the Government to this work whenever needed.

"And yet without the addition of the trunk line and straight outlet of the American Central, the Union Pacific would be scarcely worthy of the public favor.

"It is of little consequence how much of the trade and commerce of the Pacific and the plains might be gained, if they were to stop and terminate on the Missouri. They must be prolonged to the Atlantic States, and be extended to the Atlantic Ocean. All the other existing links have a local character and belong to localities. This while it draws largely on local interests is continental in character and indispensable to the general policy and system.

"It would be easy to demonstrate from the earnings per mile of the principal roads in its neighborhood, that those of the American Central at the average of these would, after paying all expenses, net a large annual dividend, certainly not less than 20 per cent.; while if the business of the Union Pacific proves anything like the estimates, we may safely double this amount and expect a dividend of 40 per cent.

"We know of no project with so large a result open to the public, nor will there ever be again. The line occupies the only route which nature has permitted and science detected, by which the great national work may be made of immediate and incalculable benefit to the Atlantic States. The more we reflect on this project, the more and more we are of the opinion that it will meet with the support of capitalists not only, but the whole people of the north.

"It is the greatest route of the day, of the times, and of the commerce of the country, an indispensable link in the great chain of our internal improvements, and commends itself to every thinking person, and every one capable of looking at the future of the republic."

The *Journal* knows of no impediment to the success of this gigantic enterprise, and it is generally well posted; we can conceive of but one, and that is the well known extreme cautiousness of, not a "few capitalists," but of men who have money to invest.

There is but one other point to which we will, at this time, allude; that is, the extreme devotion and herculean labors of the *Journal*, in the behalf of the "Union Pacific Railroad," having even gone so far as to "recommend the employment of a large body of the army upon the work, as soon as the war was over,"

and in addition, the "liberal support of the Government." Why did not the *Journal* also tell where they borrowed the idea of using a "large body of the army" in this manner. Barnum ought to "hang up his fiddle;" the Crosby Opera House enterprises are thrown entirely into the shade by this "indispensable link in the great chain of our internal improvements," which "commends" itself so strongly to "every one capable of looking at the future of the republic," especially on the line of the "41st degree of latitude," being the only one "which nature has permitted and science detected."

The Pittsburg and Connellsville Railroad Co. Obtain a Verdict and an Injunction.

The following most just and sensible decision of Justice McCandless is an indication that the valuable State of Pennsylvania is hereafter to be considered a portion of the United States, and that there is to be an abandonment of its hitherto pursued policy of bending every thing for the supposed benefit of their own Commonwealth. In the language of the Justice, "it was not the design of the wise framers of the Constitution, nor is it the policy of the Government and people of the United States, that any Commonwealth shall be permitted to place restrictions upon the commerce between the States of the Union." This is a wonderful step in the right direction, to emanate from the State of Pennsylvania. All hail Justice McCandless! This decision, added to the reversal of the Justice Read affair in the Catawissa matter, shows conclusively that we are making progress in our views of the nationality of the American people.

In the Circuit Court of the United States, Western Pennsylvania, at Williamsport, June 28, 1866. The City of Baltimore vs. the Southern Pennsylvania Railroad Company, *et al.* In equity.

Judge McCandless instructed the jury as follows:

I regret very much that in the trial of this issue, I have not had the assistance of my brother, Mr. Justice Grier, whose severe indisposition has prevented him from taking his seat on the bench at this term. His high judicial reputation, co-extensive with the Union, would have given a great moral effect to the instructions which it is the duty of the Court to utter for your guidance. That is not expected in what may be said by me. This is an issue out of chancery, to inform the conscience of the Chancellor as to a question of fact, which cannot be received elsewhere, and I have only to instruct you as to what constitutes misuse and abuse of the franchise of a corporation. Your verdict for either party, in making his decree, the Chancellor may disregard altogether. You will have perceived during this protracted and interesting investigation that the Legislature of Pennsylvania, by an act passed the 28th of April, 1865, and which the Governor of the State refusing to sign, under a provision of the Constitution, became a law on the 19th of August, of the same year, repealed the char-

ter of the Pittsburg and Connellsville Railroad Company. That law this Court declared to be unconstitutional, being a law impairing the obligation of a contract which the State of Pennsylvania made with a corporation, and which is in violation of the Constitution of the United States. As there was a writ of *quo warranto*, at the instance of the Attorney General of the State, pending in the Supreme Court, we deemed it due to the parties litigating, as well as a proper courtesy to that high Court, that an opportunity should be afforded to the law officer of the Commonwealth to inquire in that tribunal whether the Pittsburg and Connellsville Railroad Company had misused or abused its corporate franchises. Ample time was allowed for that purpose, and no further proceedings having been taken by the Attorney General, this Court directed an issue to try the question of fact.

You have listened for many days to the testimony on both sides, given by respectable and intelligent witnesses, and to able and distinguished counsel, who have exerted their power to illustrate the details in evidence, and it now becomes the duty of the Court briefly to explain the principles of law applicable to the case. Upon your verdict may depend what our final decree will be. In this examination we have limited the inquiry to acts of omission and commission on the part of the corporation subsequent to the condoning act of the State of Pennsylvania, of the 11th of April, 1856, upon the faith of which the City of Baltimore loaned her credit and paid one million of dollars. Any offence against the sovereignty of the State of Pennsylvania she pardoned by the act of her Legislature of that date. You will therefore ascertain from the testimony and inform us by your verdict whether the Pittsburg and Connellsville Railroad Company since the year 1856 has misused and abused the franchise granted to it by the State of Pennsylvania. There can be no abuse or misuse without a positive act of malfeasance. This, to furnish ground of forfeiture, must be willful (it must be something more than accidental negligence,) excess of power, or mistake in the mode of exercising an acknowledged power. There is nothing profound or mystical about these words, misuse or abuse. They are not terms of art in the law. The popular sense in which they are used every day is well known. To abuse is composed of *ab* and *utor*, and in strictness, it signifies to injure, diminish in value of, wear away, by using improperly. Misuse is a still simpler word. It signifies merely to use amiss. But I admit that these words, like all others, may have different meanings when spoken with reference to different subjects. Acts which would be an abuse of one thing may be no abuse of another. We are therefore to ascertain precisely what is abuse or misuse of the corporate privileges by a company. Abuse includes misuse. We take them both together, and define them thus: Any positive act in violation of the charter, and in derogation of public right, willfully done or caused to be done, by those appointed to manage the general concerns of the corporation. Such is the definition of misuse or abuse, adopted by the Court, and you will apply it to the facts given in evidence accordingly.

As to the sixteen points submitted by the learned and able counsel for the respondents, as well as the two by those of the complainants, I dismiss them, and in the usually emphatic language of my brother Grier, I decline to answer such a catechism, except as

to the sixteenth point made by respondent, and the two points made by complainant's counsel. I answer distinctly that under the act of the 18th of April, 1853, the Pittsburg and Connellsville Railroad Company have the right to make their road to the Maryland line, and to connect there with any road authorized by the State of Maryland.

The case now on trial is one of great national importance. It was not the design of the wise framers of the Constitution, nor is it the policy of the Government and people of the United States, that any Commonwealth shall be permitted to place restrictions upon commerce between the States of the Union. Our territory is so vast an extent, embracing such a variety of soil, climate and mineral wealth, and with a restored and unbroken nationality, so capable of future and further extension and development, that both for military and commercial purposes, the mere imaginary boundary lines of States are not to be considered upon the map of the Union. It seems too much like the European system of vising passports at the dividing line of every petty monarchical principality. The propriety and necessity of this very road has been recently agitated in Congress, and a bill looking to its early construction has passed its popular branch. It should be made, placing as it will the fertile fields of the great West and the Lakes in direct communication with the seat of the General Government.

The jury retired, but in a few minutes returned into Court with a verdict that the Pittsburg and Connellsville Railroad Company had not misused or abused its charter.

INJUNCTION GRANTED.—After the finding of the jury in the Connellsville Railroad case, on the issue as to the "misuse and abuse" of its charter, J. H. B. Latrobe, Esq., counsel for the company, made application before Hon. Wilson McCandless, of the United States Court, for an injunction to prevent any further interference with the progress of the work. The defence objected to the decree, contending that further opportunity should be afforded to prove allegations in answer other than those passed on by the jury. The objection was overruled, and a *perpetual injunction* was granted.

Cleveland & Toledo R. R.

The Cleveland & Toledo Railroad makes the following statement for the fiscal year April 30, 1866:

The gross earnings for the year were.....	\$2,358,868 09
The running expenses.....	\$1,117,074 30
Interest, taxes, rents, salaries (apart from those charged in running expenses) and miscellaneous expenditures amount to.....	408,712 27
	<u>1,525,786 77</u>

Leaving for the stock a net of..... \$563,061 25
Or 17 83-100 per cent. on the capital.

Out of this amount of net earnings two dividends have been paid, namely:

Oct. 25, 1865, dividend No. 15, 5 per cent.....	\$249,774 00
April 25, 1866, dividend No. 16, 8 per cent.....	387,248 10
	<u>\$637,022 00</u>

Balance to the credit of income account..... \$226,039 25

Our contributions to the sinking fund this year was \$24,000.

The earnings and expenses for the last two years are given in detail in the following tables:

EARNINGS.

	1861-5	1865-6.	Increase.
Passenger.....	\$1,028,476 47	\$1,140,966 81	\$112,510 24
Freight.....	979,553 01	1,139,781 84	160,228 83
Mail.....	25,849 93	25,849 98	
Express.....	70,219 18	82,219 99	12,030 21

Total..... \$2,104,098 64 \$2,388,668 02 \$284,769 28

The capital stock and the bonded debt accounts have changed during the year as follows:

CAPITAL STOCK.

The amount 1st June, 1866, was..... \$4,841,600
The amount 1st June, 1865, was..... 4,690,600

Showing an increase of..... \$151,000
By conversion of bonds

BONDED DEBT.

	June 1, 1865.	June 1, 1866
T. N. & C. R. 1st Mortgage Bonds.....	\$3,000 00	.....
Dividend Bonds, due April 1, 1865.....	12,235 00	.....
Dividend Certificates.....	575 00	\$ 280 00
Junction 1st Mort. 1st Div., due April 1, 1867.....	229,000 00	213,000 00
C. & T. Income, due Sept. 1, 1870.....	6,000 00	6,000 00
Junction 1st Mort. 2d Div., due Dec. 1, 1872.....	159,000 00	146,000 00
C. & T. R. Mort. Bonds of '66.....	.....	300,000 00
Sinking Fund Bonds.....	2,205,000 00	2,081,000 00
Totals.....	\$2,611,810 00	\$2,746,280 00
Increase in Capital, as above.....	.....	\$151,000 00
Increase in Bonded Debt.....	.....	131,470 00

Total increase of Capital and Bonds..... \$282,470 00 which is represented by new work and improvements, chargeable first to "Change of Line" and "Union Passenger Depot," thence to construction; by real Estate purchased in Cleveland, on the west side of the Cuyahoga River, and by increased equipment.

The following is a statement of coal transported on the Delaware and Hudson Canal for the week ending June 30, 1866:

	For the week.	For the season.
Delaware and Hudson Canal Co.....	45,759	513,228
Pennsylvania Coal Co.....	285	8,108
Total tons.....	45,985	521,337

For the same period last year:

	For the week.	For the season.
Delaware and Hudson Canal Co.....	33,418	299,834
Pennsylvania Coal Co.....	590	16,771
Total tons.....	34,008	316,605

The Sleeping Car Monopoly.

Some interesting Facts not generally Known
—One Railroad at the mercy of a close Corporation.

The Chicago correspondent of the *Cleveland Leader* makes some startling revelations. He says:

Many of your readers know that "Woodruff, Knight, Myers and others," consolidated their patents some years since, and organized the Central Transportation Company, whose cars are found on the Pittsburgh, Fort Wayne & Chicago, Pennsylvania Central, Northern Central, New York and Washington, and other much traveled routes.

But it is not generally known that their enterprising company have been quietly buying up every patent that could be bought, until now they are able to control the entire sleeping car interest in the country. A wealthy corporation in Southern Ohio got its master mechanics at work to build a couple of coaches, with instructions to put in nothing that could be claimed by this overshadowing com-

pany. He employed experts, and after a thorough ascertainment of all the facts in the case, as he supposed, completed his work. The directors were gratified, and the cars had been on the road perhaps a week, when the Superintendent was waited on by a very gentlemanly person who introduced himself as an agent of the Central Transportation Company. He was received with courtesy and invited to a seat. After the necessary discussion of the weather and the crops, the polite visitor intimated that he was authorized to contract for the purchase of the new sleeping coaches.

The Superintendent grew a bit reticent, and responded somewhat curtly that the company which he had the honor to represent was under no necessity of parting with any of its rolling stock, having a comfortable balance in bank.

Whereupon the gentlemanly agent proceeded to intimate, in the most delicate manner, that other contingencies than a reduced bank balance sometimes operated to make transfers of property profitable to the seller.

This brought the Superintendent to the issue without further skirmishing, and he bluntly informed the gentlemanly agent that the cars belonged exclusively to the railway company, had been built without infringing anybody's patent, and would be run without asking any one's leave.

Whereupon the gentlemanly agent smiled coldly, bit his lower lip slightly, and responded frankly:

"Perhaps your company had better sell its cars while there is a market. We will pay you what they cost and run them for you; but you can neither own them nor run them another day, sir!"

The Superintendent grew tractable, and in fifteen minutes was satisfied from documents exhibited that it was well to sell "while there was a market."

Suit has even been commenced in the United States Courts against Mr. Pullman, the party who, a few weeks since, gave so grand an excursion to celebrate the completion of nine elegant coaches built for the Michigan Central, Burlington & Quincy and Northwestern Railways, costing from \$15,000 to \$21,000 each.

The public have occasion to regret this combination for one good reason, if for none other; and that reason arises out of the fact that the Central Transportation Company seem to buy the best patents for the sole purpose of suppressing them.

The railway companies, as we have already seen, have for once found a greater than themselves, and are as helpless as children in the hands of the "sleepers." They must have "sleeping cars on all night trains," or they might almost as well not run night trains. The patentees control the cars and dictate the terms upon which cars can be had, which are these: The patentees will supply the cars, and keep the upholstery and bedding in repair and in order for use. The railway company shall furnish the motive and keep the car in repair. And the agent of the patentee shall collect for his employment such fees for the use of berths as the owner of the car may decree.

The railway company is thus saved the cost of an ordinary car, which the passengers would require, and the Central Transportation Company, or whoever else may own the sleeping car, makes money at a somewhat comfortable rate.

Take, for example, the route of the Pennsylvania Central:

Prime cost of a car.....	\$5,000
Annual salary of conductor.....	600
Annual salary of porter.....	300
Washing.....	1,500
Incidentals.....	500

Total.....\$7,900

An average of rentals would be in six sections and three staterooms per night, for 300 nights in the year.

Six sections at \$3.....\$18 00

Four staterooms at \$3..... 12 00

Total.....\$30 00

Three hundred nights at \$30.....\$9,000 00

Deduct running expenses, \$2,900, and the dividend is \$6,100, upon a capital of \$5,000, or more than one hundred and twenty per cent. On some routes, however, the profits are much greater, amounting in some instances to over 300 per cent. per annum.

The Coal Fields of Colorado.

The *Black Hawk* (Col.) *Mining Journal*, of June 5, contains a "Report on the Coal and Iron Resources of Colorado Territory," signed by "George W. Maynard, of Maynard & Tieman, Mining and Metallurgic Engineers," from which the subjoined is extracted:

The first coal discoveries were made on South Boulder creek, about six miles from the base of the mountains, twenty miles from Denver, and fifteen miles from Golden City. The portions of the country most extensively developed are those known as Sections 15, 16, 21, 22, 27, 28, 33 and 34, in Township No. 1; south of Range No. 70, west of IV., principal meridian, Boulder county. The most thorough development has been carried on in the vicinity of the "Bellemonte" iron furnace, on South Boulder creek, and at "Profile Butte," 2½ miles south of this point, on Coal creek; to this section our observations were especially confined. The veins thus far discovered at Profile Butte are claimed to be the same with these more fully developed at Bellemonte.

It is said that there are eleven distinct veins of coal lying between the furnace and the summit of the bluff to the east, which statement we believe to be correct. Our limited stay did not admit of us visiting other than the principal developments.

The immediate region around Bellemonte may with propriety be styled a "coal basin," and the carboniferous formation there, as in other parts of the world, may be divided into four orders of rocks:

I. "The coal measures, including their manifest alternations of coal beds, sand stones and shales."

II. "The millstone grit and shale, toward the bottom of the coal measures."

III. "The carboniferous limestone which, projecting to a considerable height above the outcrop of the coal and grit, acquires the title of mountain limestone."

IV. "The old red sandstone, or connecting link with the transition and primary rock basin, in which the coal system lies."

Ure tells us that "the chief difficulty in exploring a country in search of coal or ore where coal fields are known to exist, arises from the great thickness of alluvial and other cover, which completely hides the outcrop or basset edge of the strata, called by miners the *rock head*, as also the fissures, dikes and dislocations of the strata, which so entirely change the structure and bearings of coal fields, and cause often great loss of the mining adventurer." This is laid down as the general rule, to which, however, the section of country

Journal of Railroad Law.

LIABILITY FOR RUNNING OVER CATTLE ON THE HIGHWAY.

The case of *Dannigan vs. the Chicago and Northwestern Railway Company*, decides that where a railroad company permits the cattle guards to remain filled with snow, so that cattle which have gotten upon the highway without any negligence on the part of the owner, pass over the guards, and in consequence of being thus upon the track are injured by a train, the company is liable for damages.

By the Court, *COLE, J.*—The Circuit Court gave without qualification or amendment, the several instructions asked for by the appellant on the trial. Those instructions embraced many propositions defining the duties, rights and liabilities of the parties. Among other things, the jury were told that if the evidence showed that the injury to the cattle was occasioned by the mutual negligence of the plaintiff and defendant; or if the wrongful act of the plaintiff co-operated with the misconduct of the defendant to produce the result; or if the owner permitted his cattle to run at large in the highway or other place where they could pass at pleasure upon the railroad track, he was guilty of gross and culpable negligence; and in neither of the above supposed cases was the company liable for the damages sustained by the killing of the cattle. The Court then further instructed the jury that if they should be satisfied from the evidence that the cattle guards on each side of the highway crossing the railroad of the defendant were filled with snow and allowed so to remain, and that the cattle of plaintiff which were injured were running at large on such highway, having escaped thereon through the opening in the fence along such highway, without the knowledge of the plaintiff and being there passed upon such railroad; and over such cattle guards on to the track of such railroad, and the injury complained of occurred, and that the negligence of the defendant consisted solely in permitting such cattle guards so to become and remain filled with snow, then the plaintiff would be entitled to recover.

The only exception taken in the case was to this instruction. We are of opinion that it was strictly pertinent to the facts proven on the trial, and is sound in principle. The essence of the instruction is, that it was the duty of the company to keep its cattle guards open, and not suffer them to remain filled with snow so that cattle going along the highway would pass on to the track and be liable to be killed; that the company permitting its cattle guards to remain in that condition was guilty of negligence, and if an injury was thereby sustained it was liable. This is what the instruction amounts to. Now it is pretended that the charter does not impose upon the company the duty of putting up and maintaining proper cattle guards along its track. And why is this? Obviously for the protection of this property of the citizen. Yet to what purpose are railroad corporations required to put up such guards, if they are not kept open, but are permitted to fill up, so that cattle are liable to pass over them on to the track without any fault to the owner? Now we are to assume in this case that the plaintiff was guilty of negligence; that his cattle escaped from his enclosure into the highway without his knowledge, and then passed over on to the track of the company because the cattle guards were filled with snow, and had been permitted to remain in that condition, and

while thus on the track were killed. If the company was not bound to keep its cattle guard open, it was guilty of no negligence. On the contrary, if it was its duty to keep them open and it did not, and this negligence caused the injury complained of, then it is liable.

In view of the facts proven on the trial we are of opinion that the Circuit Court fairly laid down the law applicable to the case, and that the judgment must be affirmed.

Judgment affirmed.

Pacific Railroad Meeting at Denver, Colorado.

At a railroad mass meeting of the citizens of Denver, Colorado, held at the "People's Theatre," on Thursday evening, May 31st, a committee appointed to draft resolutions submitted a long preamble, from which we copy the subjoined five reasons in favor of Denver as a point, on the continental rail route:

The people of the city of Denver, in mass meeting assembled, desire to present to the public, and especially to the managers of the Union Pacific Railway and its several branches, the following arguments in favor of the location of the main line of said railway, via Denver and through the heart of Colorado.

1st. It is the shortest and consequently the most direct route between the termini of said railway, as fixed by law—facts which have an important bearing upon the expense of time and money in its construction, and also upon the maintenance and operation of said railway in all time to come.

2d. The actual saving in distance by said route over any other that has been surveyed up to the present times is believed to be not less than one hundred miles.

3d. Whilst we admit that the passage of the main or dividing range of the Rocky Mountains may be a trifle more difficult upon the route indicated than by either the South or Bridger's Pass we claim that it is practicable, and that having passed the range, the Colorado route thence westward presents many very important advantages which far more than recompense for the single disadvantage named.

They are: First, the saving in aggregate distance as above named.

Second. The traverse of a fertile country, susceptible of cultivation and a high state of improvement; capable of sustaining a dense and prosperous population; well watered and timbered; producing naturally rich meadows and pasture lands, and abounding in wild fruits; whilst, on the other hand, the proposed route by either the South or Bridger's Pass must necessarily traverse for hundreds of miles a region that is timberless, barren and desolate; a country that does not invite and never can sustain any considerable population, for the sake of its interest in the soil.

Third. The passage centrally through inexhaustible beds of excellent coal at both the east foot of the mountains and in the Green river basin; whilst on the more northerly routes named, but little if any coal has yet been found, and they are both out side the coal belt as developed in the Mississippi valley, and thence westward. The chief deposit of coal is south of the 40th degree of north latitude. Above that line it is found only in detached and limited veins of inconsiderable thickness, and those only near the foot of the mountains. Eastward from Denver, inexhaustible coal fields are known to extend for at least two hundred miles, whilst extensive forests of pine reach out along the divide,

under consideration has been an exception, for the coal outcroppings are very manifest, and but little investment of capital has been required for their development.

No. 1. About 60 rods from the Bellemonte furnace is the outcropping of bed No. 1, four feet in thickness, which has been developed by a tunnel 75 feet in length, with a branching chamber, giving a total distance from the mouth of the tunnel of 100 feet, the thickness of the coal being 10 to 12 feet. This bed has been the principal supply for Denver.

No. 2. Bed No. 2 has been discovered, but not developed to any extent. It is about 25 feet perpendicular measurement above No. 1.

No. 3. No development; is about 50 feet above No. 2.

No. 4. No development; also about 50 feet above No. 3.

No. 5. This bed has been developed by a tunnel over 100 feet in length, the strata lying at an angle of 35 degrees.

No. 6. This bed lies at a distance of about half a mile from the furnace, and is in the neighborhood of 30 feet above No. 5. This vein has been quite extensively worked, in consequence of its producing excellent coal for blacksmithing purposes. The developments have been carried on at a point nearly due east from the furnace, and at another point half a mile southeast. The dip of the strata is 8 degrees; two will form one with the lower three-foot vein further in the hill, which will increase in width as the distance from the surface is increased.

We are informed by reliable parties that this No. 6 vein has been proved to be one and the same with the most extensive development of Prolific Butte, which is distant about 2½ miles southeast. The coal of this vein is the best which has yet been discovered, and is of especial interest because it has been worked to a greater extent than any of the other veins upon the Profile Butte property. The dip is 43 degrees, whereas the dip of the same vein near Bellemonte is but 8. This is accounted for from the fact that at the Butte there has been an upheaval of the strata, which, however, will assume the horizontal after a more extended development. The lower tunnel, developing a vein 4 feet 6 inches in thickness, has been driven 97 feet, and in the end has been opened up into the upper tunnel, giving a total height of drift of 40 feet. The coal cuts the clay out below the tunnel, giving a total width of 7 feet for the coal vein. The fire clay lying between the sandstone and hard ferruginous clay is the best we have ever seen, and is most admirable for assay crucibles, as has been proved by actual experiment. This deposit is well situated for economical working, and the amount of coal that could be taken out would have no limit other than the vigor with which the vein may be worked.

Of the remaining veins in the neighborhood of Bellemonte, the one most extensively developed is No. 9, which is 12 feet in thickness with a dip of 45 degrees. There have been developments at two points, and about a thousand tons of coal taken out.

The character of the coal of this entire region is "extra bituminous," crumbles quickly after exposure to the atmosphere, and burns rapidly, leaving but little ash.

The public are cautioned not to take any bills of the Passaic County Bank, Paterson, New Jersey, in which the President's name is mutilated. Such bills have been redeemed, canceled, and stolen, and will not be paid by the bank.

south of Denver, for more than one hundred miles.

Fourth. The piercing of the gold and silver region of Central Colorado, the richest and most concentrated in the known world, which will be capable ere long of maintaining, for its use alone, a railway hence to the Eastern States; whilst on the northern routes, no mines of any kind that will pay the expense of working have been found.

4th. Whilst the easy passage of either the South or Bridger's Passes are admitted, it is our belief that insurmountable obstacles will be found to exist west of both those points, in the Green River, Bear River, and Wasatch ranges of mountains, and that the railway having surmounted the main range by either of said Passes, and reached the valley of Green river, will then have to turn southward down that stream, and finally pierce the last named range of mountains at the Uintah Pass, directly west of Denver, and immediately upon the route we advocate. In Colorado, a survey of the Berthoud Pass by our citizens has demonstrated its practicability as a railway route, whilst a similar survey of the Hoosier pass by the engineers of the Union Pacific Railroad, discovered, as we understand, no insurmountable obstacles. At least four other Passes of the main range, near Denver, are claimed to be practicable as railway routes. The grades of any of them can be overcome temporarily by return curves, or by a system of Y's, or steeper grades may be established for the time being, and powerful locomotives used for drawing trains over them. An unlimited abundance of timber and rock are immediately at hand for all construction purposes. The necessary grading is of the most simple and easy kind for mountain country. In course of time the Pass selected may be pierced by a tunnel, and the inter-oceanic railway will then be what it should be—an air line from the valley of the Missouri to the delta of the Sacramento.

5. By running as far south as Denver the main line will secure, beyond peradventure, not only all the trade of Colorado, but also the immense traffic of New Mexico and the eastern half of Arizona, and no inconsiderable portion of that of the northern States of Old Mexico. At the same time it will not lose the carrying trade of Montana, Idaho and Western Nebraska, because no other railway will intervene between it and them. But if the main line is constructed north of Colorado, the trade of Colorado, New Mexico and Arizona will justify, as a private enterprise, the construction of a parallel road from some point in the Mississippi Valley westward to the mountains to secure the same, and the Union Pacific Railroad will thereby and then lose the carrying trade of those Territories; the most important in the aggregate, and most remunerative—because it is all across the level plains—that is now, or ever will be, between the Mississippi and the Pacific.

Already the commerce of Colorado, all transported for more than six hundred miles across the plains by wagons, is greater than was ever carried over any line of land carriage, in this or any other country, in advance of railway lines. Add to its present necessities the impetus which the construction and operation of a railroad line will give to the development of our mines and agricultural resources, and it is certainly not extravagant to say that Colorado alone will justify the building of such a road, and amply sustain it after it is built.

COAL IN CHINA.—Extensive mines of coal exist in the mountains to the northwest of Peking. It costs about 16s. per ton at the pit's mouth, and more than double this amount per ton is paid for transport to the coast; but the mines are worked in the rudest way, and the little coal that finds its way from the western ranges to Tien-tsin is conveyed on mules or camels from the mountains to Tungchow, or the Peiho, and thence down the river in boats to this port. From the mines in the northern range there is water communication of an indifferent character to Tien-tsin, but the quality of this coal is much inferior to that which comes from the western mountains. Here, however, is a great source of wealth, only waiting the application of European skill and capital to enrich those who undertake its development. There are three descriptions of native coal to be purchased in Hankow. One, known in Chinese as dry coal, is retailed at about 600 cash per picul; and that known as smoke coal is quoted at 750 cash per picul; and a third, which is called white coal, costs about 800 cash per picul. The dry coal is a sort of coke, and is admirably adapted for all household purposes. The smoke and white coal are well suited for and employed by steamers. Hankow is furnished with coal by the Hunan coal fields, the position of which can be determined by a glance at any ordinary map. By following from its source the river (the Hsiang-Kiang), which, rising in the Hsiao Ling Mountains, flows northwards until it reaches the Tung-Ting Lake, the district city of Kyang, will be found situated a short distance above the point where the northeast corner of Kiangsi cuts into Hunan. Here are the mines which supply the yen mei, or smoke coal. Proceeding north we reach the great mart of Hsiang Tan, situated at the junction of two branch streams with the Hsiang-Kiang. The more westerly of these streams flows past a city marked on the map as the district city of Syang-Syang, and it is in this neighborhood that the kumei, or dry coal, is produced. Further north, two larger tributaries, also from the west, swell the volume of the main river; 30 miles above this embouchure they unite, and at the point of union is the district city of Fyang, close to which are the hills which yield the pai mei, or white coal, a description of anthracite. On the Yang-tze, Capt. Blakiston saw no coal until he was 40 miles beyond Chang-Fu—that is to say, over 440 miles above Hankow. According to the Chinese, the coal produced in Sze-chuen and the western part of Hu Pei is inferior to that which comes from Hunan, a statement which would seem to be confirmed by the fact of Capt. Blakiston seeing at Sha Skit, about 190 miles above the outlet of the Tung-Ting Lake, junks laden with Hunan coal bound upwards. Many are of opinion that coal should be found much nearer to Hankow; and during the past two years two foreign firms—one British and one American—have, with the greatest perseverance, been endeavoring to trace its existence in the Ching-kow hills, 10 miles above Hankow. The British firm has recently desisted, but the American firm still continues its researches. Many of the hills between Kin-kiang and Hankow present every appearance of being rich in immense treasures, more especially that fine range which terminates 85 miles below Hankow, in the picturesque bluff known as the Cock's Head.—*London Journal of the Society of Arts.*

THE AREA OF BOSTON STEADILY EXTENDING.—The vast undertaking of filling up the Back Bay Lands still goes on with great regularity, and every month acres are added to the area of Boston. To do this, vast gravel hills in Needham have been leveled. Night and day, in sunshine and storm, in war and in peace, for the last half dozen years or more, work has proceeded, and will in all probability continue until Boston and the country from the Milldam to the Neck has a firm and solid connection both of land and buildings, the area added being nearly half equal to the original limits of the city at the commencement of the present century. What a difference in view from the State House of Boston and its beautiful and flourishing suburbs now and then!—*Boston Traveler.*

It is about time that Cincinnati adopted a similar plan with the Mill Creek bottoms. A most magnificent and safe steamboat harbor, ship yards, and sites for foundries, saw mills, planing mills, lumber yards, etc., could be provided and ground now worthless, except for kitchen gardens, would be made to hum with the busy noise of workshops, and the almost perpendicular hills on our western boundary graded to a habitable shape. When the growth of ten or twenty years more shall have fallen upon us, we will be compelled to do as we here suggest, but at greatly increased cost.

THE STEAM COASTING TRADE OF NEW YORK.—The steam coasting trade of this city has within a few weeks fallen off to an alarming extent; the strike of the ship carpenters and caulkers contributing to this condition of affairs considerably. Many splendid steamers are now laid up to await a return of business, or for sale. Ten steamers, representing 9,552 tons (ranging from 250 to 1,289) and valued at \$1,131,000, and twenty-five vessels representing 1,379 tons (ranging from 183 to 2,900), and valued at about \$1,250,000, are lying idle at their wharves.—*New York Commercial Advertiser, June 20.*

Philadelphia Railroad Convention.

The *Tribune* of July 7th, says that "the convention of railway managers and representatives in session at Philadelphia was largely attended, on Thursday. The committee appointed to prepare a memorial to Congress, reported a series of arguments against any increase of duty on railroad iron, as unjust and oppressive to the railroad interests of the country. The report was adopted. The committee to prepare business reported in favor of the abolition of the whole system of runners; the voluntary abolition of free passes; asking increased compensation for carrying the mails and traveling post-offices; asking the remission of taxes upon gross receipts of freight, and recommending the abolition of Sunday mails and trains. Messrs. A. S. Buford of Virginia, William Johnston of North Carolina, J. H. Ramsay of New-York, L. H. Sturgeon of Missouri, and J. H. Bradley of Pennsylvania, were appointed as the committee to convey the memorial adopted by the Convention to Washington. The Convention then adjourned to meet in New-York on the third Wednesday of October.

The Pacific Railroad is now open and running 125 miles west from Omaha, and the overland mail stages now start from the end of the rails, at the town of Columbus, instead of from the Missouri River at Atchison. There is also a daily stage overland from the termination of the lower line of the Pacific Road at Topeka, Kansas. On the California end, the Pacific Railroad is open to Dutch Flat, 67 miles from Sacramento, and 3,416 feet up among the Sierras.

The consumption of cast-iron in England in the year 1863, with a population of 26,800,000 souls, is set down at 4,357,000 tons, or about 230 lbs weight a head; while France, with a population of 37,500,000, consumed only 70 lbs., or one-third of the consumption in England.

The Marietta & Cincinnati Railroad Company earned in June:

1865 \$110,185
1866 106,315

Decrease..... \$3,870

MONETARY AND COMMERCIAL.

The prices of gold at New York in the week past have been as follows:

	Opening.	Highest.	Lowest.	Closing.
July 5.....	152 $\frac{3}{4}$	153 $\frac{3}{4}$	152 $\frac{3}{4}$	153 $\frac{3}{4}$
" 6.....	154 $\frac{1}{2}$	154 $\frac{1}{2}$	154 $\frac{1}{2}$	154 $\frac{1}{2}$
" 7.....	154 $\frac{1}{2}$	154 $\frac{1}{2}$	153 $\frac{3}{4}$	153 $\frac{3}{4}$
" 9.....	152 $\frac{3}{4}$	152 $\frac{3}{4}$	151 $\frac{1}{2}$	152 $\frac{1}{2}$
" 10.....	149	149 $\frac{3}{4}$	148 $\frac{1}{2}$	149 $\frac{3}{4}$
" 27.....	148 $\frac{3}{4}$	150 $\frac{1}{2}$	149 $\frac{3}{4}$	150

It will be seen that gold has again declined, and that it has been slowly and constantly declining from the highest point reached (160). This process may be expected to go on till gold reaches a comparatively low figure. The double crisis (commercial and military) which happened in Europe occasioned the rise in gold; and when they have spent their effect, as regards this country, gold will rapidly decline. Except to pay foreign balances, there is no need of gold in this country. The government holds a great deal more than it can possibly need; and other parties want but little. It is extraordinary with what ease the commercial public of this country have gone through with the great commercial shock of England. Of course, this must be felt here, and was; but no serious consequences happened, and we have in fact been saved by what every one spoke of as a calamity, the suspension of specie payments, and the abundance of paper money! Well, if irredeemable paper money ever was a blessing, it was in this instance. Just consider the export of thirty millions of gold in two weeks, when our two thousand banks were specie paying! The whole of them would have been smashed instantly. If the National Banks were compelled to pay specie now, every one would close their doors. Another noticeable feature of the financial world is, that the business in railroad stocks is large and profitable. It is obvious, that the business of railroads has *favorably* disappointed the moneyed world; and that those investing money have much more confidence in them

than they had before the war. There is good reason for this. The secret is, that most of the roads have got out of their embarrassment, and are now really receiving the profits of their business, instead of paying it for dead horses. This will continue to be the case; and we expect to see the really good railroad stocks far above par.

The State stocks also are rising; and there are scarcely any of the State stocks (even of the late rebel States) which will not come up to par. Some complaint has been made about Missouri putting off the payment of interest till the future; but no stocks are intrinsically better than those of Missouri; a State of immense resources.

The supply of exchange is in excess of the wants of trade, and the market is therefore dull at quotations:

	Buying.	Selling.
New York.....	1-10 dis.	50 dis. @ par.
Philadelphia.....	1-10 dis.	50 dis. @ par.
Boston.....	1-10 dis.	50 dis. @ par.
Gold.....	149@149 $\frac{1}{4}$	149 $\frac{1}{2}$
Silver.....	137@139 $\frac{1}{4}$	140@141

The following from the *Tribune* of Tuesday shows the tone of the New York market:

The money market is more active, and on call brokers pay 5@6 per cent. In commercial paper the transactions are limited, and best names are quoted at 5 $\frac{1}{2}$, and good at 6 @6 $\frac{1}{2}$ per cent. The bank statement shows a decrease in the legal tenders of \$2,281,002, an increase of loans of \$6,650,665, and an increase of coin of \$2,068,048.

Gold bearing Government stocks are in active demand, not only at the Stock Exchange, but at bankers' counters. Holders of one year certificates are free buyers of funded debt, and still higher rates are probable. In railway mortgages little is doing, and only a moderate business in bank shares. The small shares are neglected, and barely enough is done in them to keep them in memory. Chicago and Northwestern stocks were stronger at higher rates. The chief interest in the share market centers in Erie common stock, which sold as high as 72 $\frac{3}{4}$ and closes at 71 $\frac{3}{4}$. As a speculation, it is probably dangerous to go short of this property, but it is still more hazardous to buy it hoping for profits. The road is earning nothing for the common shares, and after the present gambling operations in Wall street are over, the price will sink. Its earnings in the—

First half of 1866 have been about.....	\$6,589,728
Less 81 per cent. expenses, leaves net.....	1,186,146
Six months interest on bonds.....	\$782,950
Six months interest on floating debt....	140,000
Dividend on preferred stock.....	295,720
	1,221,670

Deficiency on six months..... \$25,624

The common stock has been sunk, and buyers "for investment" cannot be too careful. At the Second Board the market was dull and steady. After the call Erie was active, but the balance of the list was neglected. The closing quotations were: New York Central Railroad, 99 $\frac{1}{2}$ @99 $\frac{3}{4}$; Erie Railway, 71 $\frac{1}{2}$ @71 $\frac{3}{4}$; do. Preferred, 75 $\frac{1}{2}$; Hudson River, 113@114; Reading, 107 $\frac{1}{2}$; Michigan Central, 105; Michigan Southern and Northern Indiana, 80@80 $\frac{1}{2}$; Illinois Central, 121 $\frac{3}{4}$ @122; Cleveland & Pittsburg, 83 $\frac{3}{4}$ @83 $\frac{1}{2}$; Chicago & Northwestern, 32 $\frac{1}{2}$ @32 $\frac{3}{4}$; do. Preferred, 62@62 $\frac{1}{2}$; Cleveland & Toledo, 111@112; Chicago & Rock Island, 96@96 $\frac{1}{2}$; Pittsburg, Fort Wayne & Chicago 97 $\frac{1}{2}$ @97 $\frac{3}{4}$.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER.

FOR SALE BY

T. WRIGHTSON,

Wrightson & Co.

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167 Walnut St.

CINCINNATI.

KENTUCKY Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT OF Cannel Coal Land, IN WEST VIRGINIA, ON A NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,
Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6½ " "	35 " "
3, 8 " " 11 " "	36 " "
4, 8 " " 9 " "	35 " "
5, 7½ " " 6½ " "	30 " "
6, 10 " " 8 " "	40 " "
7, 7½ " " 8 " "	35 " "

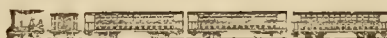
PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York

OLD RELIABLE LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....6.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....9.00 A. M.
Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati
at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....7.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.

Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 7.30 and 11.40 P. M. trains Leaves SUNDAY
Night instead of Saturday Night.

COAL & IRON LANDS, Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From 3½ to 15 Ft. Thick

Of excellent quality. The Coal is similar in
character and equally as good as the best Pitts-
burgh Coal, being very free from Sulphur, and
a strong coaking coal. One seam of four feet
thick, equally pure, is a DRY COAL, and will
make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD
COAL to the Chattanooga Market, and

The Tennessee River is always
Navigable.

Between the Coal Field and the city of Chat-
tanooga. The present supply of Coal for the
city of Chattanooga is brought fifteen miles by
rail, and is of poor quality.

The land is on the proposed Line of Railroad
from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

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H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,
and
Cincinnati, Hamilton & Dayton. } Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marletta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut.

Ohio & Mississippi.

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 22 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

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J. N. Kinney, General Freight Agent, East Front St. Depot.
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,
and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 65 W. Third St.
Sydney Rice, Contracting Agent, " "

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James E. Shields, General Agent, No. 77 W. Third St.
Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.
Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burnett House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson S. W. Passenger Agent. W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Birmingham and Lexington.

Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

MAR. 1, 1866.		
	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:45 A. M.	10:50 P. M.
HAMILTON.....	10:39 "	11:53 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:14 "	4:29 "
GALLIEN.....	4:55 "	5:25 "
MANSFIELD.....	5:45 "	6:30 "
AKRON.....	8:32 "	9: " "
RAVENA.....	9:25 "	10:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:15 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	2:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts. Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS.

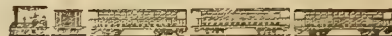
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. P. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

-OF-

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15 foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:49 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

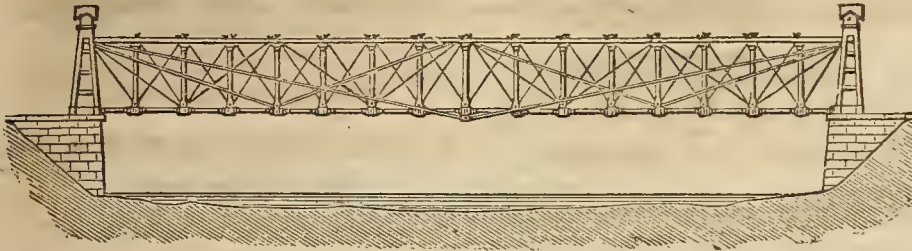
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tires (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my 11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage-Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. my 11

MANUFACTURERS, IMPORTERS & DEALER

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

**ELLIPTIC AND SEMI-ELLIPTIC
SPRINGS,**

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axle s.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the *recent Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnet House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

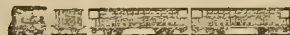
FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7.10 A. M.—Chicago Mail for Indianapolis. Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. E. COTTON, Cincinnati Agent.

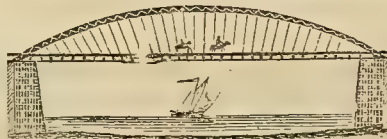
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES. Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President,
WALTER McQUEEN, Supt.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS,

THOS. T. TASKER, JR.,

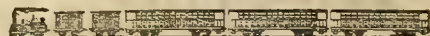
CHAS. WHEELER

S. F. M. TASKER

BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted). 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore and Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, } Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, JULY 11, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	60 00
" page, single insertion.....	25 00
" " per month.....	100 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Night Express.....	5 00 P. M.	6 10 P. M.
LITTLE MIAMI.		
Lightning Express.....	7 00 A. M.	4 35 P. M.
Express Mail.....	8 30 A. M.	
Columbus Accommodation.....	3 50 P. M.	10 30 A. M.
Murrow Accommodation.....	5 30 P. M.	8 00 A. M.
Lightning Express.....	8 00 P. M.	10 35 P. M.
Night Express.....		6 15 A. M.

CLEVELAND COLUMBUS & CINCINNATI.

Lightning Express.....	7 00 A. M.	7 25 P. M.
Express Mail.....	9 30 A. M.	5 25 A. M.
New York Express.....	8 00 P. M.	8 35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7 30 A. M.	5 00 P. M.
Baltimore and Washington City		
Night Express.....	12 35 A. M.	5 50 A. M.
Marietta and Parkersburg Mail.....	7 30 A. M.	5 00 P. M.
Jackson and Portsmouth Mail.....	7 30 A. M.	5 00 P. M.
Hillsboro and Chillicothe Accommodation.....	3 55 P. M.	10 00 A. M.
Loyeland Accommodation.....	5 40 P. M.	7 45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6 00 A. M.	10 10 P. M.
Toledo, Detroit and Canada.....	6 30 P. M.	6 10 A. M.
Richmond and Chicago Mail.....	7 15 A. M.	11 55 P. M.
Richmond & Chicago, Exp.....	5 10 P. M.	1 50 P. M.
Indianapolis & Cambridge City.....	6 00 A. M.	10 10 P. M.
Indianapolis & Cambridge City.....	5 10 P. M.	10 30 P. M.
Dayton, Lima and Chicago.....	3 00 P. M.	5 0 P. M.
Bellefontaine and Sandusky.....	6 00 A. M.	10 10 P. M.
Bellefontaine and Sandusky.....	3 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	6 30 P. M.	7 55 A. M.
Dayton Accommodation.....	6 30 P. M.	10 30 A. M.
Dayton Express.....	5 30 P. M.	6 10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION

Connersville, Cambridge City and Indianapolis Mail.....	6 40 A. M.	10 10 P. M.
Connersville, Cambridge City and Indianapolis express.....	5 10 P. M.	10 30 P. M.
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.		
Chicago and St. Louis Express.....	7 00 A. M.	8 30 A. M.
Springfield & St. Joe Express.....	1 45 P. M.	4 40 P. M.
St. Louis & Chicago Express.....	7 00 P. M.	12 45 A. M.
Lawrenceburg & Harrison Accommodation.....	5 10 P. M.	8 10 A. M.
Harrison Accommodation.....	10 10 A. M.	2 20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8 00 A. M.	11 50 P. M.
Louisville, St. Louis & Cairo Ex.....	8 00 P. M.	6 05 A. M.
Louisville Special Train.....	3 45 P. M.	9 40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7 30 A. M.	4 10 P. M.
Caboose Accommodation.....	3 50 P. M.	8 00 A. M.

KENTUCKY CENTRAL.

Express.....	6 40 A. M.	6 00 P. M.
Lexington Express.....	2 40 P. M.	10 50 A. M.
Falmouth Accommodation.....	6 30 P. M.	7 10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7 00 A. M.	6 15 A. M.
Fast Express.....	8 30 A. M.	4 35 P. M.
Pittsburgh & New York Express.....	8 30 P. M.	10 35 A. M.

The Boston and Fishkill Road—Its relation to Cincinnati.

It may seem strange that a railroad, whose beginning and main part is in New England, should have a direct bearing on Cincinnati; but, such the Boston and Fishkill Road certainly has. How and why, we will endeavor to show in this article. If we consult a railway guide, we shall find a road called the Providence and Fishkill Railroad. This road has for its object the direct connection of Providence (R. I.) with the Erie Road at Newburg (N. Y.) and this furnish a direct outlet to the West from the manufactories of Rhode Island. This road is finished from Providence to Willimantic (Conn.), to Hartford Thence, it is finished to Waterbury (Conn.), but is unfinished thence to Fishkill. Now, it requires a little sagacity to see, that this is a road lined with manufactures, whose great market is the West, and that its completion must be of immense advantage to the Connecticut and Rhode Island manufacturing interest. Still this does not seem to have been so obvious to the Rhode Islanders as to draw out the capital for the work from Waterbury to Fishkill. But it was not long before the Boston people saw it clearly, and saw that the proper terminus of such a road was not Providence, but Boston. So the Bostonians seized upon the unfinished plan as theirs, and set to work to complete the plan. But the direct road to Boston was not through Providence, so that must be provided for. There was a road called the Norfolk County Road, which went from somewhere near Boston to Blackstone (Mass.) This was made part of the plan; but, this road must be completed to Hartford, and some other connections must be made, to make it available. The contracts and charters necessary for this purpose were obtained; and then came the question, where is the capital? The solid men of Boston agreed to furnish \$6,000,000, if the State of Massachusetts would guarantee \$3,000,000. Last winter, this guarantee was obtained with little opposition. Thus, we see *nine millions of dollars* capital are obtained to finish what, (looking at it in the railway guide) does not seem to be a very great work; but which is destined to be one of the great railroads of the country, and immensely aid both New England and the West in the distribution of manufactured goods. The manufactures of New England are now a gigantic interest, and their great market is the Central States of the West. In these States are ten millions of people, who manufacture very little for themselves. They ought to manufacture largely; but they do not, and it will be some years before they will. In the distribution of their goods, New York has been their great commission house. But there is no need of this. The manufacturers should be their own commission merchants; this will be, to a large extent, the effect of making this road. The Ohio & Mississippi, the Atlantic & Great

Western, and the Erie Roads will really terminate at Boston.

From Waterbury to Fishkill must be less than seventy miles, and it will be rather an expensive piece of work; but, we believe, four millions would make that part of the railroad; but, much more than that has to be made. The Norfolk road must be continued to Hartford, and the whole work made fit for an enormous business. In addition to this, the passage over Newburg Bay, in whatever way made, must be expensive. The road, in approaching the Hudson must take the Valley of Matteawan Creek, which furnishes most of the power for the numerous manufactories of Matteawan; then it crosses a low tongue of land, called Denning's Point, which has been purchased for this purpose. Here, we may presume, the trains will be passed entire on to enormous ferry boats, and transported to the Erie Road at Newburg. This being done, there is no reason why a box of goods should be transhipped at all, till it reaches Cincinnati. Such a work will create a new interest in the country, and is as likely to build up some new and prosperous towns, as the new roads of the West. Heretofore, there has been a pertinacious determination, to seek no other routes than those through New York and Philadelphia. This old idea was much broken in upon by the New Jersey Central, which avoiding Philadelphia, furnished the most direct line from New York to Cincinnati. This Fishkill Road will do the same for Boston. It will furnish a direct line for New England manufactures, from Boston and Providence to Cincinnati.

From Providence to Hartford, this road runs through the largest manufacturing establishments of Connecticut and Rhode Island; while from Boston to Hartford it passes through many more. From Hartford through Waterbury, Matteawan, and Newburg, it includes many others; so that this road connects at once with nearly all the great depots of manufacturing in the East, and thus the merchants of Cincinnati and the interior will be brought more immediately in contact with the manufacturers.

From Boston to Fishkill will be about 200 miles, and from Fishkill to Cincinnati over 800 miles. On this route it will be a fraction over 1,000 miles from Boston to Cincinnati. The business of this route being carried over the Atlantic & Great Western can have no outlet in the Ohio Valley, but Cincinnati; for that is the terminus of the Atlantic, which here connects with the Ohio & Mississippi. As this line is almost a direct West route from Providence and Boston, it is impossible to imagine that it will not have a great business. This is certainly the view of the Bostonians, or they would not risk so much on its completion. We understand the work is to be pushed forward with energy; and arrangements are already making at Fishkill for the commencement of the work there.

In connection with this subject also, we may mention another project now going on. This is the Dutchess and Columbia Railroad, to terminate at Fishkill. It seems, that in the back parts of Dutchess and Columbia counties are iron mines of excellent quality. This iron ore has been heretofore waggoned to Poughkeepsie and Hudson, where it has been transported on the Hudson to the places of manufacture. It is intended to make a railroad from these mines to Fishkill, there connecting with the Erie Railroad, and the Hudson River. This is a good project, and will no doubt succeed.

National Enterprises.

We understand that great efforts at a combination of interests and lobby powers are to be made during the next Congress to form an omnibus bill, securing National aid in the construction of at least three great works—the Ship Canal around Niagara Falls, the opening of the canal uniting Lake Michigan with the Illinois river, and the completion of the James River Canal, uniting the waters of James River with the Ohio. These enterprises are all works of great magnitude, and would undoubtedly add to the facilities of commerce; the same is also true of Senator Harlan's programme for the construction of two or three railroads through the older States, especially the one proposed to be run on the same principle of a turnpike road, by which whoever may choose to put on a carriage, or a locomotive, or a train, may do so, governed by specific rules and regulations, and subject to certain tolls or mileage. Perhaps this last may also be slipped in, for we suppose the proverb will hold good in all omnibuses, viz: "that there is always room for one more." Possibly these schemes may be hitched on to others of real and acknowledged merit and necessity, which duty, interest and economy indicate as the legitimate objects of government aid, and to secure the one all must be alike provided for. We shall wait for further developments.

Receipts of the Western Union Railroad Company, for the week ending July 7,—

	1867.	1866.	Inc.	Dec.
Freight.....	\$4,056 36	\$14,591 05	.....	\$6,534 69
Passengers.....	4,370 25	5,653 85	.....	1,283 60
Express and Tel.	32. 00	250 00	70 00	.....
Mail.....	375 00	379 91	.....	4 91
Totals.....	\$13,121 61			

Receipts from January 1, to July 7,—

1866.....	\$374 445 93
1867.....	275,379 60
Decrease.....	\$99,006 33

The Boston, Hartford and Erie Railroad is reported to have arranged with the Erie Railway and the Pennsylvania Coal Company to indorse its bonds for \$7,000,000. This sum, with the three millions granted by the State of Massachusetts, will suffice to complete the unfinished links between Willimantic and Mechanicsville, and between Waterbury and Fishkill.

Railway Combinations.

A Break in the Arrangement—The Terre Haute Road in New Hands and Refuses to be Consolidated—The People Oppose Combinations—New Roads Talked About—The Danville Road to be Built—The Peru Company Giving Trouble—Cutting Rates—Louisville & Nashville and Ohio & Mississippi Objecting—The Junction Road.

[Correspondence of the Cincinnati Gazette.]

CRAWFORDSVILLE, IND., July 10.

In my former article I gave an outline of the game of consolidation so far as it had progressed at that date. Some of the plans of these railway kings have, as yet, not succeeded; new elements are now introduced; counter combinations are being formed, and a more lively contest is now being waged.

The efforts of the enterprising gentlemen connected with the Junction road are now being crowned with success. This important work, which I spoke of as struggling for existence, is being pushed forward to completion as rapidly as men and money can accomplish it. The track will be finished to Indianapolis early in autumn, and also on the other branch to New Castle—when the line will be opened for business.

This new road will be a strong competitor for the business between Indianapolis and Cincinnati, and also between Chicago and Cincinnati.

The new enterprise has the cordial good will of very many friends along the line, and at the termini. We wish them abundant success.

The combination, presided over by the Pennsylvania Central Railroad, has failed for the present to secure the Indianapolis & Terre Haute Road. This is the wanting link in a continuous line of consolidated interest between the seaboard at Philadelphia and St. Louis.

The cause of the failure was due to the local energy of the citizens of Terre Haute, backed largely by the heavy capital of Chauncey Rose, Esq.

The Terre Haute people have succeeded in securing a controlling interest in the stock, and have, of course, reorganized the concern for their own advantage. Mr. McKean, an enterprising banker and capitalist of that city, is now the President of the Company, and for him his friends ask a cordial support from a generous public.

The present management of the road wish to keep it as an independent company.

In the meantime, however, the combination are seriously considering the construction of a new road between Indianapolis and Terre Haute.

That the companies in the consolidation are abundantly able to do this no one can doubt; but whether they will actually do it is very doubtful; in fact is almost certain not to be done.

Should their efforts, however, to secure the Terre Haute and Indianapolis road fail ultimately, it is possible that the Central road, projected directly west from Indianapolis, through Danville, Indiana, Rockville, Montezuma, &c., westward, and which is in an unfinished state, yet has a large part of the grading done, will be taken up and completed, not to its original western terminus, but directed southward from Rockville to Paris on the Terre Haute & Alton Railroad.

This would give the combination as short a line to St. Louis as the present, via Terre Haute, and one which, by its easy grades and slight curves, can be run in less time than the

old line. Before this is accomplished, however, we must expect an accommodation of interests, for it is not the policy of the present great game to make new lines, but to absorb old ones.

In one other direction the new plans do not work well. The consolidated line from Jeffersonville to Chicago has so seriously interfered with the business via Peru Railroad, that the last named road in connection with the Great Eastern has begun the old scheme of cutting rates. This the public will enjoy—but whether the cutting process will compel Mr. Rickett, of the Jeffersonville line, to take the back track, remains to be seen.

The plan is to take all Louisville business for both Chicago and St. Louis via Indianapolis, thus cutting off the Ohio & Mississippi Road from St. Louis, and the Peru Road with the Great Eastern, by taking all Chicago trade via Lafayette.

The Peru road, besides cutting rates, has to some extent secured the sympathy of the Louisville & Nashville road, which also stands at the south end of Mr. Rickett's road, threatening to consign all freights north via river to Cincinnati. This last is, of course, only a threat, for we presume that the gentlemen south of the Ohio river know that rivers are superseded by railroads in the majority of travel and all quick freight, which kind of freight is always the most profitable.

The O. & M. road, in the meantime, begins to mutter for a broad gauge from Vernon to Louisville.

Thus the war goes on, or rather the preparations for war.

Again the new enterprise northwest from Indianapolis is assuming proportions of certainty.

The county of Montgomery makes a cash donation, from the county treasury, of one hundred and twenty-five thousand dollars. Marion, Boone and Hendricks, also make liberal individual donations. Such is the progress that Col. Wilson, the energetic President, is now in New York, closing the contract with some capitalists, to commence the work at once, on the eastern end of this line, between Crawfordsville and Indianapolis. The portion between Crawfordsville and Danville will follow immediately upon the completion of the eastern end.

The Illinois extension of the Indianapolis and Danville road is in good condition, under the able management of Mr. Griggs.

It is confidently expected that during the next eighteen months the entire new line from Indianapolis northwesterly to the Mississippi, will be completed. When done it will work some curious changes in the railway interests of this great section—a section of country which, for fertility and cultivation, is not excelled by any part of the great West.

From these statements it will be seen that there is great activity in railroad circles for the rapid increase of business which must result from the restoration of industrial pursuits in the country, and the kindness and care of that Providence, which is granting to us in 1867 the most wonderful crops ever known in the history of our land. L. L.

MCGREGOR WESTERN RAILROAD.—The McGregor (Iowa) Western Railroad, at a meeting held in Milwaukee on the 20th inst., elected the following Board of Directors: Geo. Green, Iowa; N. A. Cowdry, New York; James Buell, New York; James M. Boskee, New York; Edward P. Scott, New York; H. M. Hubbard, New York; John Johnson, Milwaukee; James M. Whaling, Milwaukee; Alanson Cory, Milwaukee.

Prevention of Railroad Accidents.

[From the Financial Chronicle]

Although we now travel by rail in this country more securely and more swiftly than ever before, it is generally admitted, we believe, by our most experienced railroad men that more than half of the mortality and injury to passengers arising from railroad accidents might be prevented if due precautions were used by the companies in the construction of their cars, in the repairs of their roads, and in the running of their trains. How far this conviction is shared by the public is evident from the ample damages often awarded when any company is sued in the courts by passengers who have sustained injuries.

An examination of the details of railroad accidents shows that among the most important guarantees of safety, there are two or three which may very properly be made the subject of legislation. The first is the prevention of collision. By the free use of the telegraph it seems to us possible that no train should ever, by night or day approach within a certain distance of another train on the same line of rails. With suitable by-laws carried out and enforced by a sufficient body of watchmen stationed at suitable intervals along the line of road, the collision of trains might probably be rendered almost impossible, and one of the most frequent dangers of the sacrifice of life would thus be averted from railroad travelers. We are aware that some of our great railroad companies are making great efforts in the direction indicated, but economy induces others to be more remiss, and some uniformity of precautionary provisions might be secured by a wisely framed statute applying to all the roads. In the Convention at Albany, ten days ago, some such measure, we believe, was brought up in the Convention. But this matter is clearly one to be acted on by the Legislature, and not by a Convention assembled to revise the organic law of the State Government. We understand, however, that the project finds favor in some influential quarters to appoint a Railroad Board, armed with authority, and held under obligations to take supervision of these and other matters affecting the relations of the railroads to the public. By whatever means it be effected, however, the frequency of collisions ought to be and may be greatly diminished.

A second cause of railroad accidents arises from the condition of the road. The demand for rapid traveling has on the European railways made it obligatory on the various companies to keep the rails, ties and sleepers in perfect order, and to subject them to frequent inspection. In the leading roads of England we believe every mile of the rails from one end of the track to the other is examined at least once a day by mechanics whose sole business is to walk along the road for this purpose, each man having a certain length of track allotted him, for the safety of which he is responsible and the condition of which he has to report from actual examination at certain intervals. Were some such arrangement perfect d here, rare would be the accidents from rotten ties or broken rails, and the economy of the plan would be promoted if steel rails were generally adopted as is being done we believe to a limited extent on the Erie, Hudson, Harlem roads, and by some of the more enterprising companies in the Western States. The accident a week ago on the first mentioned road near Elmira arose we are told from rotten ties which

allowed a displaced rail to throw the engine off the track. This catastrophe might probably have been avoided altogether had the road bed been more thoroughly examined just as its mortality to the passengers was prevented by other precautions to which we shall presently advert. We are aware of the difficulties against which our railroad companies have to contend and appreciate the efforts making to meet the demand for rapid and cheap transportation of passengers and merchandise. We do not urge the adoption of such legislation as would fetter the railroad companies or hinder any well devised efforts they may contrive to fulfil their important duties to the community, but we would urge on them the necessity of adopting voluntarily every well tested improvement tending to prevent loss of life, knowing as we do that if omitted such expedients will be enforced by public opinion and by law.

But the precautionary measures should not stop at the security of the road bed and the prevention of collision between trains traversing it, for after we have put in operation the most approved preventives with the greatest possible care accidents will sometimes occur, and our railroad companies must see to the safety of the passengers whose lives are entrusted to their keeping by adopting any improvements in the construction of their cars which may conduce thereto. In this point of view there are two principal dangers which have to be guarded against—the “telescoping” of cars into each other in case of collision, and the falling of passengers in passing from car to car when the train is in motion. At the last session of the Legislature of this State a law was introduced to guard against the latter of these two evils, and it was finally passed on the 22d of April last. The provisions of this statute are not generally known. We therefore give them from an official copy of the law as follows:

SECTION 1. It shall be the duty of every railroad company or corporation in this State, and every railroad company or corporation running, or that may hereafter run its passenger cars in this State, to cause the platforms upon the ends of all passenger cars to be so constructed that when said cars shall be coupled together or made up into trains and in motion, danger of injury to persons or loss of life between the ends of said cars, by falling between the platforms of said cars while passing from one car to another, shall, so far as practicable, be avoided.

SEC. 3. This act shall not operate or be construed to exempt railroad companies or corporations from liability for damages to persons who may be injured or sustain loss or damage by or through any neglect to comply with the provisions of this act.

SEC. 4. Time shall be allowed to all railroad companies or corporations to comply with the provisions of this act as follows, to-wit: One quarter of all the said cars of each of said companies or corporations shall be made to conform to the requirements of this act within three months from and after the passage of this act, one other quarter thereof within six months, one other quarter thereof within nine months, and the remaining one quarter thereof within one year from and after the passage of this act.

Several plans have been adopted and brought into use for complying with this law. That which seems to be regarded with the most favor as best meeting the conditions of the problem is known as the Miller platform, which some eighteen months ago was adopted by the Erie railroad, and is now being intro-

duced, we believe, by the Hudson River road in this State, as well as on several Western roads.

This new coupling apparatus unites the ends of the cars so that only a few inches intervene between the two contiguous “platforms” however rapidly the cars are traveling. It is also adjusted to prevent the dangerous swaying motion, and while it grasps the cars so firmly together that a force of 7,000 pounds cannot tear them asunder, it is so elastic that there is no more than the average loss from “slippage,” and no force that has yet been applied has ever caused them to telescope into each other. To the safety conferred by this apparatus was ascribed the fact that during the past eighteen months no passenger's life has been lost on the Erie railroad, and in the recent accident to which we have referred above not a single passenger was hurt although the train was going at full speed at the time.

It is right and proper that legislation should throw around human life all the safeguards and protection that ingenuity can invent or science and engineering skill suggest; and we trust that by double-tracking, steel railing, iron bridging, and sober, intelligent managing the number of accidents on railroads will be reduced, that the destruction of life thereby will be less than by lightning. At the same time, however, that laws are passed to protect life on railroads, and rendering the property of the stockholders liable for damages in case of casualty, why should we overlook making similar and equally stringent provision against like catastrophes on steamboats, sailing vessels or stage coaches. How much better off will the surviving family be if the father and husband is blown up on a steamboat from the carelessness of a drunken engineer, or is drowned through the recklessness or ignorance of the pilot, or is “lost at sea,” on account of some defect in construction or management of a sea going vessel, or is killed by the overturning of a stage coach (as we have known such thing occur) produced by the breaking of a bit in the mouth of a known to be unruly leader. Whoever heard of any one recovering \$5,000 damages for the loss of the head of the family under either of last-named circumstances? Two hundred were lost in the Morning Star, evidently through defects of construction and lack of skill in managing the vessel under trying circumstances, or in the language of the law through the “carelessness or negligence” of the owners; yet not a suit has been commenced, not a dollar of damages recovered. Eighteen hundred were lost on the Sultana, but who has ever thought of suing, and what jury could be found that would grant the damages? Is not life as precious under one circumstance as another? Then why not mete out equal law, equal risk, and equal justice. The truth is that all casualties on a railroad are treated as the result of human carelessness or lack of skill, hence reprehensible and punishable; while those occurring to steamboats, sailing vessels or stage coaches are regarded as the special

providences of God, and hence not amenable to human law. It is high time such a fallacy was exploded, and the travel by river, sea and cross roads be subjected to like law and like penalty as on railroads.

JAMESTOWN AND FRANKLIN RAILROAD.—The regular passenger trains on the Jamestown and Franklin Railroad commenced running on Thursday. The injunction granted against the company by the United States District Court on Friday last, at the suit of Mr. A. P. Macdonald, contractor, was dissolved on Tuesday. The company and Mr. Macdonald do not agree as to the amount of balance due the latter, and the matter will have to be settled by the courts. The injunction being removed, we trust the regular business of the road will go on without further delay. It is one of the very best roads in the State, so far as construction and equipment are concerned. The present depression in the oil market will no doubt operate unfavorably upon its business and receipts at the start; but it is the direct route to Pittsburgh, and its way traffic will soon grow to be no inconsiderable item.—*Venango Spectator*, June 28.

GREAT LUMBER SHIPMENT.—The *Lycorning Daily Gazette* of the 24th ultimo, says that there was 2,301,000 feet of lumber cleared at Williamsport the day before, and 1,445,000 cleared at Lock Haven, passed this point yesterday; making a total shipment by canal in one day of 3,849,000 feet. If we add to this the amount shipped by railroad, the grand total amounts to 4,061,000 feet; being the largest shipment we have yet recorded. One hundred and twenty-five thousand dollars would be a low estimate of the value of this lumber, and it can easily be seen if this ratio could be maintained, in one hundred days' time there would be shipped \$12,500,000 worth of lumber.

ST. PETERSBURG AND MOSCOW RAILWAY.—It is the intention of the Russian Government to sell the St. Petersburg and Moscow Railway. The capital expended upon the line, including the amount paid for rolling stock, is about £12,000,000, but the return realized upon this outlay has been at the rate of nearly 8 per cent. per annum; and as the traffic is expected to increase upon the completion of other lines now in progress, it is believed that the sale of the undertaking will produce £15,000,000 to the Russian treasury. During the last six years the assistance afforded by the Russian Government to the construction of railways in the territories under its control has been about £18,000,000.—*London Mining Journal*, June 15.

RAILROAD (MASS.) LEGISLATION.—The Legislature of Massachusetts at its recent session loaned the credit of the Commonwealth for the following enterprises:

\$3,000,000 for the Boston, Hartford and Erie Railroad; \$1,000,000 for the North Adams and Williamsburg Railroad; \$600,000 (additional) for the Troy and Boston and Hoosac Tunnel,—making a total of \$4,600,000. The contract in the Hoosac Tunnel is to be given to two contractors who have recently completed the Sub Lake Tunnel at Chicago. An act was also passed for the consolidation of the Boston & Worcester and the Western Railroad Company.

The Railroads of the World.

We copy from the *Financial Chronicle* the following highly interesting table showing the length of railroad constructed and in operation at the end of 1866 in each country into which they have been introduced, and their relation to the extent and population of the countries respectively:

	Miles of	Area sq. m.—	To mile	Population on—
Countries, railroad.	Absol'te.	of R.R.	Absol'te.	of R.R.
<i>North America.</i>				
Canada	2,148.5	337,822	166	3,091,410 1,439
N. Brunswick	196.2	17,704	140	295,001 1,489
Nova Scotia	92.8	18,746	2.2	3,871 3,974
United States	36,896.3	3,091,000	2	36,896,300 1,000
Mexico	78.3	172,672	9,868	8,290,000 105,480
<i>West Indies.</i>				
Cuba	295.5	47,278	119	1,419,264 3,059
Jamaica	13.8	6,250	453	411,214 193
<i>South America.</i>				
Venezuela	32.0	421,700	13,314	1,565,000 48,906
N. Granada	47.5	521,900	10,987	2,797,473 58,894
British Guiana	59.9	90,700	1,608	155,026 2,583
Brazil	433.3	973,490	68,599	10,045,000 23,198
Paraguay	46.2	76,200	1,866	1,337,431 28,895
Peru	55.3	498,700	9,018	2,500,000 45,200
Chili	336.7	249,000	732	7,141,311 5,991
Argen. Rep.	231.0	1,126,300	4,876	1,459,355 6,319
<i>Europe.</i>				
Gr. Britain & Ireland	13,286.0	122,550	9	29,070,931 2,189
France	8,982.5	213,200	24	37,472,732 4,172
Spain	3,136.4	189,550	60	16,031,267 5,441
Portugal	433.1	31,250	81	3,987,261 9,291
Switzerland	824.2	15,270	18	2,510,494 3,167
Italy	3,213.2	109,780	31	21,269,620 7,553
Austria	3,830.9	240,250	62	32,573,002 8,502
S. Germany (elsewhere)	2,540.1	44,520	37	8,523,460 3,355
Prussia	5,704.8	135,040	23	23,577,939 4,068
N. Germany (elsewhere)	1,092.5	24,677	23	5,600,394 5,198
Belgium	1,595.1	11,400	7	4,940,570 3,099
Holland	1,007.7	13,000	19	3,735,682 5,336
Denmark	295.1	14,720	50	1,600,095 5,451
Sweden	1,023.4	170,099	166	4,114,141 4,621
Norway	43.5	12,228	2,833	1,701,478 3,911
Russia	2,775.2	1,565,200	564	63,863,121 23,734
Turkey in Europe	170.6	203,300	1,189	15,700,000 91,713
<i>Asia.</i>				
Turkey in Asia	142.9	668,000	4,695	16,000,000 111,966
British India	3,379.1	11,465,200	31	18,500,000 53,418
Java	101.4	51,300	508	13,917,010 13,724
Ceylon	36.9	24,680	616	2,342,098 63,470
<i>Africa.</i>				
Egypt	291.2	619,000	2,345	7,465,000 26,650
Algeria	27.7	83,500	303	3,000,000 108,300
Cape Colony	84.5	104,930	159	267,100 4,140
Natal	2.0	14,400	7,200	156,200 78,100
<i>Australia.</i>				
Victoria	331.5	56,940	262	574,331 1,732
N.S. Wales	145.5	323,157	2,320	378,935 2,613
S. Australia	73.5	383,328	5,215	140,416 1,900
Queensland	41.2	678,000	15,998	59,712 1,419
New Zealand (Canterbury)	16.5	116,259	6,440	175,357 10,627

The following is a recapitulation of the above table, so far as length of railroad is concerned; but as relates to area and population, substituting the total of each grand division for those of the countries named above:

Divisions.	Miles of railroad.		Area sq. m.— Absolute. To mile		Population.— Absolute. To mile	
	Absolute. To mile		Absolute. To mile		Absolute. To mile	
N. Am.	39,414.1	7,600,000	192.8	52,000,000	1,309.3	
W. Ind.	410.3	100,000	213.7	3,500,000	8,529.8	
S. Am.	1,041.9	7,100,000	6,814.4	22,500,000	21,545.1	
Total	40,866.3	14,800,000	362.1	78,000,000	1,998.6	
Amer.	40,866.3	14,800,000	362.1	78,000,000	1,998.6	
Europe	50,117.5	3,600,000	71.8	245,000,000	5,846.6	
Asia	3,660.3	17,400,000	4,753.7	780,000,000	213,097.3	
Africa	3,541.1	7,700,000	31,166.7	230,000,000	532,765.1	
Australia	607.7	3,200,000	5,265.7	1,600,000	2,632.8	
Total	95,727.2	50,700,000	530.2	1,341,000,000	13,903.8	

These statistics furnish matter for suggestive reflection upon the manner and general state of civilization of the several countries. We find that, in the whole of North and South America, there are 40,866 miles of railroad, while in Europe there are 50,117 miles, and in Asia only 3,660 miles. In the United States there are 36,896 miles; which is about 38 per cent. of the whole mileage of railroads in the world. Next to the United States stands Great Britain and Ireland, where the length of road is 13,286 miles; next comes France, with 8,982 miles, and next Prussia with 5,794 miles.

In the United States we have 81 square miles of territory to each mile of railroad; in Great Britain the proportion is 9 miles of area to 1 of railroad, and in France 24 miles to 1 of railroad. Belgium is more thoroughly gridironed with roads, than any other country, there being there 1 mile of road to every 7 miles of territory. Great Britain and Ireland furnishes 1 mile of road to each 2,189 of population, and the United States 1 mile to each 1,000 of population, while in France the ratio is 4,172 of population to one mile of road. Russia, with a territory twelve times the extent of the British Isles, has only one-fifth the length of road.

In the whole of North America there is, to each mile of road, 192 square miles of territory, and 1,309 of population; while in Europe there is to each mile of road 71 miles of territory, and 5,686 of population.

The advantages of Great Britain and Ireland, in the supply of railroad accommodation are very strikingly illustrated by these facts; and omitting Ireland, the comparison would be still more striking. It is, however, a marvellous illustration of the development of the United States that, within such a brief period, and in an entirely new country, we should have built such an immense length of road.—*Economist*.

A HEROIC DRAW-TENDER.—The heroism of the draw-tender, Dennis Colgan, prevented a most frightful accident at the East Bridgeport bridge, Ct., on Friday. The draw had been open to let a schooner pass, the ball was down, and the bridge some fifteen feet out of place when the train came in sight, and pushed along at the usual speed, the engineer not seeing the signal and knowing nothing about it until within twenty feet of the draw. By the greatest exertion the bridge was swung into place, but as the track strike the draw at a strong curve on the west side, a train coming on it in that direction would inevitably swing it open unless it was locked. Knowing this, Colgan ran across the bridge in the face of the advancing train, and in spite of the cries of the spectators, and dropping in front of the engine succeeded in locking the bridge with about an inch of the bar, and sliding to the platform below. So narrow was his escape in performing this heroic deed, that all thought he had been crushed to death beneath the wheels of the car.

Of the new railroad between the cities of Boston and New York, *The Boston Traveller* says:

The majority of the Railway Committee in the Connecticut Legislature have just reported a bill to build a connecting rail from Willimantic to New Haven, with a drawbridge at Middletown. This will complete the long expected "air line" from Boston to New York, and make it the shortest route between the two cities by twenty seven miles. A clause in the bill stipulates that this air line (which forms a part of the Boston, Hartford and Erie Railroad,) shall have no portion of the Massachusetts \$3,000,000 loan expended upon it until the Boston, Hartford and Erie Railroad shall be extended to Fishkill, on the Hudson River, to connect with the New York Erie road. Besides this advantage, the Boston, Hartford and Erie Company have arranged with the New York Erie Railroad and the Pennsylvania Coal Company, to indorse the Boston company's bonds for \$4,000,000, which sum, together with the \$3,000,000 State aid, will complete and equip the new line from the East to the West.

Responsibility for Delay in Freight.

A case has recently been decided by the Massachusetts Supreme Court which is interesting to the mercantile community as settling the important principle that a common carrier, guilty of delay in the transportation of goods entrusted to him, is liable for any loss occasioned by a fall in their market value during his delay. The case was that of *Francis L. Cutting & Co. vs. The Grand Trunk Railway Company*, in replevin, for five hundred barrels of flour belonging to the plaintiffs, which the defendant Corporation had received at Detroit in December, 1864, and did not deliver at Boston until the following May, when the plaintiffs replevied it out of their possession, claiming that they were entitled to it, without paying freight, on the ground that a fall in the market had occurred during the delay, whereby they had sustained a loss greater than the amount of the freight. At the trial in the Superior Court, the plaintiffs offered evidence tending to prove the facts above stated, and that the delay was unnecessary and unreasonable, and claimed that they were entitled to *recoup* from the defendants' freight, the damages suffered by them by reason of the non delivery, within a reasonable time, of the flour, and that the measure of their damages was the difference between the market price of said flour at the place of delivery, and at the time when it should have been delivered, and the market price thereof at the time when it actually arrived in the place of delivery, with interest from that time, no evidence being offered of any other damages, and that if the jury should find the amount of such damages to be equal to or to exceed the amount of freight due to the defendants, their verdict should be for the plaintiffs. The defendants did not open their case to the jury, but claimed that, upon the evidence offered by the plaintiffs, they were entitled to a verdict in their favor, and the Court so ruled, and directed the jury to return a verdict for the defendants. The plaintiffs excepted, and the case was carried to the Supreme Judicial Court, and argued at the November hearings; and that Court have just sent down the following rescript:—"Plaintiffs' exceptions sustained, and new trial ordered. The rule of damages requested by the plaintiffs at the trial was the correct rule, and the jury should have been instructed accordingly." We understand that there are a great many cases of like character to be commenced against railway companies.—*Railway Times*.

The following are the Directors of the Western Union Telegraph, elected to-day: D. N. Barney, R. S. Burrows, J. Butterfield, Isaac Butts, John J. Cisco, Ezra Cornell, William E. Dodge, Alfred Gaither, Norvin Green, Wilson G. Hunt, George Jones, Cambridge Livingston, B. R. McAlpine, Edwin D. Morgan, Francis Morris, George H. Mumford, William Orton, O. H. Palmer, E. S. Sanford, Hiram Sibley, Moses Taylor, J. H. Wade, George Walker, D. A. Watson and Legrand Lockwood. Afterward a meeting of Directors was held, and the following officers were elected: William Orton, President; Hiram Sibley, First Vice-President; N. Green, Second Vice-President; B. R. McAlpine, Third Vice-President.

The bill chartering the Portland, White Mountains, and Ogdensburg Railroad, has passed the New Hampshire House of Representatives.

Increase of Steel Manufacture in Great Britain by the Bessemer Process.

[From the Wall Street Journal.]

We have noticed in recent numbers of our English engineering and scientific exchanges, repeated mention and descriptions of some of the establishments which are growing up in England for the manufacture of steel by the Bessemer process, and are astounded at the wonderful energy and vigor with which such enterprises are pushed forward, on a scale of magnitude and a disregard of expense which would almost paralyze an operator of ordinary calibre.

We learn that in one place in Lancashire, not long since entirely unknown beyond the immediate locality, excepting for an old monastic ruin, called Furness Abbey—and where until a few years ago a population numbering only a few hundred were slowly working the mines of iron in the vicinity—there has sprung into existence, in seven years, an active, bustling, thriving and still rapidly growing town of over twenty thousand people; and Barrow-in-Furness bids fair, apparently, to rival in prosperous industry and rapid rise, any of the cities of our own teeming, exhaustless West.

The following extracts will show, that while we ourselves are rapidly going ahead, that we must not fall into the delusion of imagining that elsewhere the world is sluggishly standing still, if not actually going back:

"A town of about 20,000 inhabitants, grown up from a village of scarcely one-tenth that population in the short space of seven years, is an unicum in European geography. There have been instances before this of quickly-grown towns in some of the iron districts in England, such as Middlesboro on Tees or Merthyr-Tydvil, but these precedents can hardly be compared, as regards rapidity and extent of rise, to the recently commenced and still continuing increase of Barrow-in-Furness. The appearance of this now important town has a striking peculiarity. Its streets of newly-built houses, and others in course of erection; its gangs of busy workmen engaged in building; the bustling noise and the visible tendency which exists everywhere to progress with the utmost speed, bear some resemblance to the hasty preparations for some enormous fair or other extraordinary occasion." * * * "The stimulus to which, in the first instance, the rapid rise of Barrow-in-Furness has been due, is the erection of blast furnaces on the spot for the production of pig iron from the red hematite ore belonging to the district near Barrow and Ulverston, and further north of both towns. The ironstone mines there had been worked for some considerable time, and ore was carried by rail and by sea to the coal districts of Lancashire, to the Staffordshire blast furnaces and to Wales. It was under such circumstances that Messrs. Schneider, Haunay & Co. commenced the erection of some blast furnaces at Barrow in 1859, at the end of which year the first furnace was set in operation. The excellent construction and arrangement of their furnaces, the convenient and well-selected situation close to the sea shore, and within a short distance of the mines; the advantage of obtaining coke and coal as return freight from the places to which hematite ore was carried, were some of the most important elements which enabled Messrs. Schneider, Haunay & Co. to work their furnaces with extraordinary economy and with consequent commercial success.

"But there was another cause still more

decisive and important to the prospects of Messrs. Schneider's furnaces, and for the prosperity of the mining districts surrounding them, and that was the adoption of the Bessemer process. No sooner had Mr. Bessemer's great invention got into practical use, than there arose an almost unlimited demand for pure hematite iron. Messrs. Schneider, Haunay & Co. added one blast furnace after another to their prosperous establishment in rapid succession. In 1860 they had four, in 1862 seven, and in 1866 ten blast furnaces in operation; and after this, having transferred their works to the Barrow Hematite Steel Company, this establishment has been further enlarged, and has now eleven blast furnaces completed, and, in connection with these, comprises one of the largest Bessemer Steel Works in the world, although they have as yet scarcely acquired half their intended size, and when completed in accordance with the plans on which they have been commenced, will far exceed in extent and productive power any steel works now in existence."

Summing up these discursive extracts, we scarcely know how to put in brief the catalogue and description of means and appliances, toward the one great end of steel making on this enormously extended scale. Steam engines for one purpose or another, for rolling, for forging, for blowing, for working cranes, elevators and inclines, are mentioned in numbers which, were they otherwise than in keeping with the rest of the picture, would be almost more than even we could believe. Then it appears the boilers are "heated by the surplus gas from the furnaces," and so the forces of nature are pressed by science into the service of the arts. The reader may bear away with him the following few condensed facts in this connection: The Barrow-in-Furness Works have in operation twenty-four steam-engines, and consume of coal, ore, lime, &c., twelve thousand tons weekly; consume, also, all the waste gases from the blast furnaces. Taking at the rate of one ton of material, every 1½ minutes, every 24 hours, the production exceeds 5,000 tons per week. There is always a reserve of some 40,000 tons of coal, in case of interrupted supply from any cause. They have become, in less than seven years, the centre of a railway system which feeds this one manufacture, and distributes the mineral products of the region to other manufacturing localities.

They are producing at the rate of one quarter of a million tons of iron and steel annually! and to meet the requirements of this rapidly-growing production, the company have already created on the spot a shipping port, which will accommodate ships of 1500 tons burthen, at the docks owned by the company.

The process of manufacturing the Bessemer steel, relative to which we have published so much since the invention was first introduced, possess, besides the great quality of usefulness, that of wonderful cheapness. The actual cost of manufacture is little, if any, above that of common pig iron. It is made direct from the ore, and with less manipulation than ordinary wrought iron, and except with the addition of the royalty paid Mr. Bessemer, should be afforded at as low a price as the common bar iron. This, undoubtedly, will result in the course of time, when the manufacture of steel will be more general than iron. In the meantime the enterprising who first engage in it will amass immense

fortunes. For a long period iron men looked upon the Bessemer process as an experiment; the time for this is, however, past, and the verdict is in its favor, and we gladly hail the time when the necessary supply for this country will be manufactured at home—when the vast hematite iron beds of Pennsylvania, Kentucky, Virginia, Tennessee and other States, the like of which is not to be found in any other country, will supply our wants, give strength and safety to our iron bands, furnish labor to our skilled mechanics, make a home market for our agricultural products, and render it unnecessary for us to send so much of our annual product of the precious metals abroad.

COPPER MINES HIGH UP IN THE SIERRA NEVADAS.—Mr. J. Ross Browne, in his recent report upon the mineral resources of the Pacific coast, gives the following description:—"The copper mines in Genesee Valley, Plumas county, California, are the highest on this coast, the valley in which they are situated being a small basin of a few miles in circumference, embosomed high up among some of the loftiest peaks of the Sierra Nevadas, which are clustered together in the northeast of this county. This portion of Upper Plumas contains some of the most magnificent scenery to be found on the coast. Immense granite ridges are seen rising bare and bleak two and sometimes three thousand feet above the densely-wooded ridges at their base, while below, canons thousands of feet deep, form courses for the waters, which look like silver threads as they go meandering through the black gorges that lead them to unite with the waters of the Feather River, thousands of feet still further below. Nature appears to have performed some of her mightiest labors in this locality. Subterranean fires have piled up the molten rocks thousands of feet high, for the highest peaks are composed of lava, while the floods of water have worn the frightful canons which furnish the bed for the present insignificant streams. Amid the very centre of such ruggedness, caused by Nature's greatest forces, Genesee Valley forms a beautiful contrast, with its grassy fields and curling smoke of its smelting furnaces and other evidences of the power of man. The belt of copper ores already referred to passes through this valley in a course ranging north twenty five degrees west. As may well be imagined, in such a country, the lode has been extensively located; but by examining the unshifted bodies of those containing slates, which may be traced for many miles, as well as the form and composition of the lodes, it is proved that this is part of that great belt."

☞ A raft passed Memphis, Tenn., last week, which would, if placed on dry land, cover over one and a half acres of ground. It was composed of 527 tiers, averaging each 50 feet, and containing in all about 1,400,000 square feet of finely seasoned cypress.

☞ The Clover Hill coal mines in Virginia, which were the scene of such terrible explosions recently, will soon be in working order. The fire has been extinguished, and the preparations to resume work are being made rapidly.

The Tax Laws of Ohio.

As we witness the operations of the Tax Law of our State from year to year, our surprise increases that our merchants submit to its oppressive and unjust features so meekly. The law is so complicated, that new features are being developed each year, and its measures are expanded or contracted according to the whims or the intelligence of County or State Auditors. This year it has been discovered that the factor or commission merchant, is bound to return all the goods, wares, or merchandise he may have in store on consignment, or simply on storage belonging to other parties. For instance, if a citizen of New York holds 10,000 barrels of flour in store here, through his factor, he is bound to pay tax on it, because the factor must return it in his monthly average, and so of consignments. It is the easiest thing imaginable to see that such proceedings will utterly ruin the trade of our city, and that citizens of other States, will be sure not to make consignments to, or hold property in this city. If the tax law admits of this interpretation, we doubt that it is constitutional. The city of New Orleans has for years been taxing produce sent there for sale. Many of the commission merchants of that city, seeing how this was injuring the trade, refused to pay the tax, and brought the matter into court, and the decree of the District Court was, that the city law was unconstitutional, and forbidden by the article prohibiting the authorities of one State taxing the produce of another.

The tax law of our State, apart from this, is an embargo upon commerce, and it ought to be abolished.—*Cin. Price Current.*

Taxes in New York City for 1867.

The *Tribune* says that "according to Controller Connelly's estimate, just sent to the Board of Supervisors, the amount to be raised by taxation in New York City for the current year is \$21,889,555. Of this the sum of \$3,890,444 is for State purposes, the remaining \$17,999,111, together with about \$2,120,000 from the General Fund, being required for city and county expenditures. The amount raised by tax for State, county, and city purposes in 1866 was \$16,950,767. The increase for 1867 is \$4,938,788. The valuation of real and personal estate for 1866 was \$736,989,908, and for 1867 it is \$831,836,513. The rate of tax for 1866 was \$2.30 per \$100, while in 1867 the rate will be about \$2.65 per \$100. In 1865 the rate was \$2.99."

CONTINUOUS RAIL FROM CHICAGO VIA CAIRO TO MOBILE.—The *Chicago Republican* says: That a "project of great importance to the business and traveling public, in connection with the Mobile and Ohio Railroad, is reported to be on foot. It contemplates the extension of the track of this road from Columbus, Ky., (its present terminus,) to a point opposite Cairo, on the south side of the Ohio, and a bridge over the Ohio is even talked of. It is stated that this work is to be commenced at both ends simultaneously, and pushed forward as rapidly as possible. This will render railroad communication from Chicago with Memphis, New Orleans, Mobile and other Southern cities continuous, and thus remove a great source of annoyance and delay in the transportation of passengers and freight. Cairo aspires to become an important railroad centre, being about to vote on a proposition to take \$100,000 stock in a railroad projected between that place and Vincennes."

A Financial Bugbear.

To the Editor of the *U S Economist*:

Has the Act of Congress, declaring the emancipation of the slaves, the repudiation of the Confederate debt, and the payment of the United States war debt, been ratified by three-fourths of ALL the States, or, in other words, has it become a law of the land *de facto*? As these queries affect the stability of United States loans, one at least of your readers would wish an explanation on the subject through the columns of your mercantile journal.

MERCHANT.

New York, June 24, 1867.

The constitutional amendment has not yet been adopted by the requisite three fourths majority; nor is it likely to be so adopted until the reconstruction measure has been more fully worked out. The non-completion of the process of confirmation of the constitutional amendment does not, however, in any conceivable sense affect the stability of United States loans: for the loans being made by an established government, with full constitutional authorization, there can be no possible question as to their validity.

An idea is cherished in some quarters that a political reaction might involve the defeat of the constitutional amendment, and that in such an event an attempt might be made to secure the recognition of the rebel debt. The notion is to be regarded as one of those wild vagaries conjured up of men's fears. What conceivable shadow of a pretence could be set up for the recognition of the dishonored rebel obligations? They are the engagements of the "Confederate States." Who can tell where that confederation or its representatives are to be found? They are the obligations of an utterly defunct concern; and are as worthless as the notes of a deceased bankrupt without assets. The rebel bonds were taken with a clear understanding that the government might probably be never fully established, and at a proportionate discount from par; and the holders have consequently no right to look to any quarter for redress now that the worst has befallen them. To suppose that any important proportion of the people of the United States could ever be induced, as a political measure, to encourage the assumption of the Confederate debt by the United States Government is a mere monstrosity of the imagination, to be treated with ridicule rather than grave consideration. Even a majority of the Southern people could not be induced to favor such a proposal; for it would involve the taxing of the many to enrich a few wealthy bondholders.—*Economist.*

☞ The State of Massachusetts will pay, as usual, the interest on its bonds in specie: and the City of Boston principal and interest in coin. The gold payments amount to about \$4,200,000.

☞ The commerce of Galveston, Texas, it is estimated will reach \$80,000,000 this year.

☞ The following gentlemen have been elected directors of the Milwaukee Division of the Chicago & North Western Railway: W. B. Ogden, P. H. Smith, G. L. Dunlap, J. R. Young, H. W. Blodgett, E. H. Sheldon, L. Holbrook, G. L. Scott, and J. B. Redfield. President, H. W. Blodgett; Vice President, E. M. Sheldon; Secretary and Treasurer, A. S. Downs.

MONETARY AND COMMERCIAL.

The tone of the money market is of a more sprightly and lively character; the rich promise of the harvest and the indications of an improvement in general trade has imparted something of cheerfulness and activity to business men, to which they have been unaccustomed for some time past. Bottom has been touched, the country is perfectly bare of goods of all kinds, the demand must therefore be at least good, and they must bring remunerative prices. This feeling among business men must have a corresponding influence on the manufacturer as well as upon the interests of shareholders in railroads. The increased transportation of produce to the seaboard and of goods to the West, filling all avenues of transit to their full capacity will remedy the propensity for "cutting rates," increase the gross earnings and make the stocks more valuable.

The demand for money is limited, although somewhat greater than a few weeks ago, but is freely met by the discount houses at their usual rates of 8@12 per cent. Great care is exercised in sorting paper, and all not of an unexceptionable character is thrown out.

The rates for Exchange has varied more or less for the week, owing more to the irregularity of the supply of currency than to any other cause. The quotations are:

	Buying.	Selling.
New York.....	par	50 p em.
Philadelphia.....	par	50 prem.
Boston.....	par	50 prem.
Gold.....	137 1/4 @ 138 1/2	138 1/4
Silver.....	129 @ 131	132 @ 133

The tendency of the New York gold market has been to increased firmness, and on the 5th and 6th the closing rates were 139, which is higher than it has been for some time. The usual quotations for the week have been as follows:

	Opening.	Highest.	Lowest.	Closing.
July 5.....	139	139 1/8	138 3/4	139
" 6.....	139 1/8	139 3/8	138 7/8	139
" 8.....	138 3/8	138 3/4	137 3/4	138 3/8
" 9.....	137 3/8	137 3/4	136 3/4	137 3/8
" 10.....	136 3/4	136 3/4	135 3/4	135 3/4

Of the New York market the *Tribune* of Tuesday says:

"Money continues in full supply at 4@6 per cent. In commercial paper no change. The bank statement shows an expansion in all the items, but the legal reserve surplus is only \$746,419 in excess of last week. The banks are moving with prudence, and are disposed as a body to take no long risks.

Government bonds were steady, with but small offerings at quotations. State and Railway bonds were steady. New Tennessee 6 per cents sold at 63 1/2 @ 63 3/4. Missouri 6 per cents were in demand at 96. The miscellaneous share list was strong. Canton, 47 1/2; Cumberland, 37 1/2; Western Union Telegraph, 47; Boston Water Power was heavy at 22 1/2. The Railway share market opened steady, and the first transactions were done at Saturday's closing prices, but before the Board the market weakened, and there was not much desire shown to buy. At the Board the market was excessively dull, with no disposition

to sell. Cleveland and Pittsburg was an exception, and under very moderate purchases rose to 88 1/2. Michigan Southern was weak and sold at 83; Milwaukee and St. Paul and Toledo and Wabash stocks were active and in demand; a small sale of Chicago, Burlington and Quincy was made at 140 1/2. After the call the market rallied but lost the advance at the 1 o'clock Board, and but a moderate amount of business doing. At the Second Board the market was heavy with the exception of Western Union Telegraph, which sold at 47 1/2; the Railway share list was all lower with a general pressure to sell. After the call the pressure to sell continued; Erie sold at 67; Michigan Southern, 82 1/2; Rock Island, 96 1/2. The market closed heavy and lower. The following are the closing prices: New York Central, 101 1/2 @ 104 1/2; Erie, 67 1/2 @ 67 1/2; Reading, 105 1/2 @ 105 3/4; Michigan Southern, 82 1/2 @ 82 1/2; Cleveland and Pittsburg, 89 1/2 @ 89 1/2; Rock Island, 96 1/2 @ 96 1/2; Northwestern, 44 1/2 @ 45; Northwestern Preferred, 66 1/2 @ 66 1/2; Fort Wayne, 99 1/2 @ 100 1/2."

THE EXPORT COAL TRADE OF GREAT BRITAIN.—The annual return shows that the export of coal from the United Kingdom continues to increase. In the year 1866, 9,953,712 tons of coals, cinders and culm, of the value of £5,102,805, were exported from the United Kingdom, an increase of 783,235 tons over the export of 1865. Ten years ago the export did not reach 6,000,000 tons. From Newcastle, 2,560,947 tons were shipped for parts beyond the seas in 1866, as against 2,434,442 tons in 1865; from Sunderland, 1,145,570 tons, as against 1,186,061 tons; from Cardiff, 1,861,329 tons, as against 1,452,741 tons. Coal is exported from the United Kingdom to all parts of the world, but by far the largest export is to France, amounting in 1866 to 1,931,236 tons. The quantity of coal, cinders and culm shipped coastwise in the United Kingdom in 1866 was 10,720,824 tons, as against 10,928,237 tons in 1865. The quantity shipped coastwise at Newcastle in 1866 was 2,529,551 tons, and at Sunderland 2,229,263 tons. The quantity brought into the port of London in 1866 exceeded 6,000,000 tons, 3,033,193 coastwise, and 2,969,869 by inland navigation and railway; so recently as 1862 the quantity did not reach 5,000,000 tons. Return of the quantity of coal exported from the port of Grimsby, May, 1867: To Denmark, 3,206 tons; Egypt, 782 tons; France, 4,426 tons; Hanover, 136 tons; Hanseatic Towns, 1,229 tons; Holland, 472 tons; India (British possessions), 1,177 tons; Italy (Sardinian territories), 463 tons; Norway, 1,942 tons; Prussia, 1,411 tons, Russia, 4,308 tons, Sweden, 771 tons; Spain, 930 tons; Wallachia and Moldavia, 309 tons. Foreign, 20,562 tons; corresponding period of 1866, 19,889 tons; coastwise, 3,418 tons; corresponding period of 1866, 3,643 tons. Total, 23,980 tons; corresponding period of 1866, 23,532 tons. Increase, in the year 1867, 448 tons.—*London Mining Journal*, June 15.

The Treasurer of the United States holds in trust for National Banks, as security for circulating notes, \$340,607,500; as security for deposits of public money, \$39,008,450. Total securities held, \$377,615,950. The amount of old National bank currency issued to date is \$303,045,726; from this is to be deducted the currency returned, including worn out notes, amounting to \$4,379,847, leaving in actual circulation at this date, \$298,665,879.

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Prices and Description.

No.	1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.
2, 10 " " "	6 1/2 " 35 " "
3, 8 " " "	11 " 36 " "
4, 8 " " "	9 " 35 " "
5, 7 1/2 " " "	6 1/2 " 30 " "
6, 10 " " "	8 " 40 " "
7, 7 1/2 " " "	8 " 35 " "

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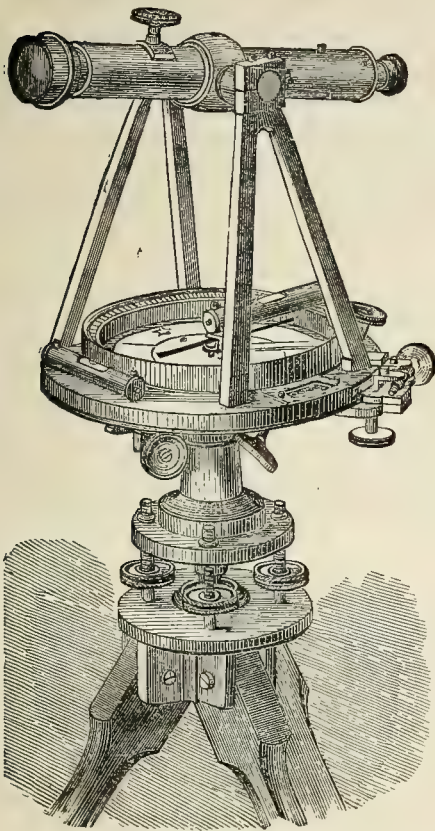
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COUPON TICKET CASE.**

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This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeleted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. For Tickets over 2 3/4 inches in width.

SIZE NO.	NO OF FORMS.	PRICES.	SIZE NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,

Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St., Cincinnati, O

WRIGHTSON & CO.,

Railroad Printers

167 Walnut Street,

CINCINNATI, O.

HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards.

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

Way Bills,

Blank Books

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Get out in first-class style, and at as low rates as an establishment in the country.

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.A.D. & D.C.M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H. & D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., India at c
[Aug. 2, 11.]

THE

STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.
WITH THE

STEAM SYPHON WATER-STATION

ocomotive can raise water, with its own steam, to fill
ts tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

never steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circu and other information, address,

STEAM SYPHON COMPANY,
48 Dey Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

INNATI.

1867.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLIEN	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMES TOWN	12.10 P. M.
Arrive SALAMANCA	1.15 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

THE NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts. Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scripti n, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE
CHECKS,

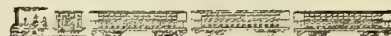
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers from 7 a E st by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.
State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m. — CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12:10 p. m.

9:00 a. m. — MORNING EXPRESS for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m. — WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m. — EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m. — EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m. — EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:30 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m. — EAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 1:12 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m. — WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m. — EAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO

ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

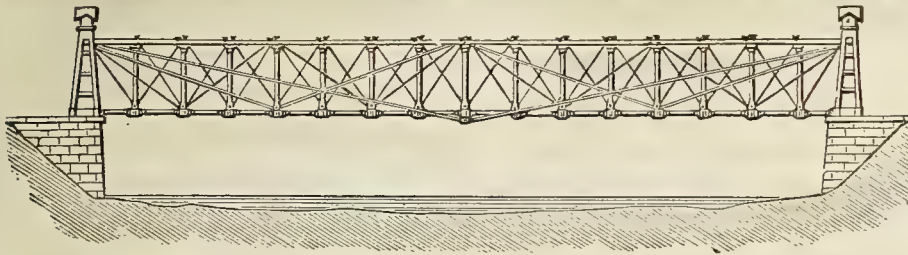
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well-tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three, or four pairs of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tires (to fit centers without boring), Composition Castings for Bearings; every description of Cooper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

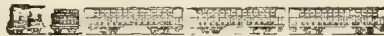
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAIL ROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati

W. P. SHINN, General Freight Agent.
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

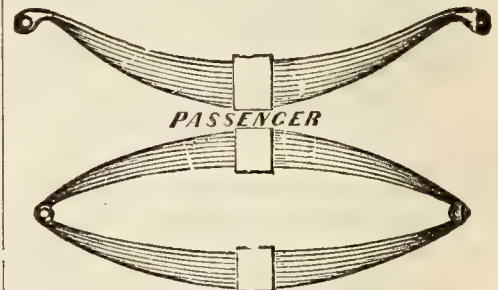
—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER

LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shop in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio River and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$1.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 10 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 30 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time **TWELVE MINUTES SLOWER** than Cincinnati time.

For all information and through tickets, please apply the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill-st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front-street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE, General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—4 to 24 inches in diameter, and branches for same. &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.
Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, { Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, JULY 18, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING.

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.			
	DEPART.	ARRIVE.	
Night Express.....	5:00 P. M.	6:10 P. M.	
LITTLE MIAMI.			
Lightning Express.....	7:00 A. M.	4:35 P. M.	
Express Mail.....	8:50 A. M.		
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.	
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.	
Lightning Express.....	8:00 P. M.	10:35 P. M.	
Night Express.....		6:15 A. M.	
CLEVELAND, COLUMBUS & CINCINNATI.			
Lightning Express.....	7:00 A. M.	7:25 P. M.	
Express Mail.....	9:30 A. M.	5:20 P. M.	
New York Express.....	8:00 P. M.	8:35 A. M.	
MARIETTA AND CINCINNATI.			
Depot on Pearl street, bet. Plum and Central avenues.			
Baltimore and Washington City			
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.	
Baltimore and Washington City			
Night Express.....	12:35 A. M.	5:50 A. M.	
Marietta and Parkersburg Mail.....	7:30 A. M.	5:40 P. M.	
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.	
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.	
Loveless Accommodation.....	5:40 P. M.	7:45 A. M.	
CINCINNATI, HAMILTON AND DAYTON.			
Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.	
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.	
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.	
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.	
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.	
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.	
Dayton, Lima and Chicago.....	3:00 P. M.	5:0 P. M.	
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.	
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.	
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.	
Dayton Accommodation.....	6:30 P. M.	10:50 A. M.	
Dayton Express.....	5:00 P. M.	6:10 A. M.	
CINCINNATI AND INDIANAPOLIS JUNCTION			
Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.	
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.	
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.			
Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.	
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.	
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.	
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.	
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.	
OHIO AND MISSISSIPPI.			
St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.	
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.	
Louisville Special Train.....	3:45 P. M.	9:40 A. M.	
CINCINNATI AND ZANESVILLE.			
Mail.....	7:40 A. M.	4:10 P. M.	
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.	
KENTUCKY CENTRAL.			
Express.....	6:00 A. M.	6:00 P. M.	
Lexington Express.....	2:00 P. M.	10:50 A. M.	
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.	
PAN HANDLE ROUTE.			
Express Mail.....	7:00 A. M.	6:15 A. M.	
Fast Express.....	8:30 A. M.	4:35 P. M.	
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.	

Aspects of the Country—Crops and Railroads.

We have recently passed over two thousand miles of our country, including Ohio, New York, New Jersey, Connecticut and Pennsylvania, and wherever we have been, the country has borne the unvarying aspect of great prosperity. Abounding crops, general health, sufficient activity of business, and universal peace join in proclaiming a time of great national happiness and success. Even politicians can find little to complain of, and the greatest croakers are compelled to be silent. It will puzzle the greatest demagogues to find a subject of reproach, capital for their trade. There are a few people, who talk of Military despotism in the South; but, there are still fewer who listen to them. The Military Governments of the South were compelled by its own conduct. The olive branch was held out to the rebels and they rejected it. What could be done? The only thing to be done, was to hold them by force, and this they can terminate when they please, by returning to their original state. In the meantime, all accounts agree that the crops of the South are good; the freedmen generally industrious, and with the exception of a few outrages, all is quiet and peaceful. If this is the result of Military Government, perhaps it is best to remain under it. At all events, the Southern people have no right to complain of what gives them peace, security, and industry. Such results, in so brief a space after a terrible war, are what have not resulted from the wars of other countries.

Looking then to the general aspects of the country, we find nothing to complain of; but, almost every good which a nation can possess to be thankful for. Why should we not be contented? The railroad interest, (or rather the construction of railroads) has been revived. Since 1852-53, there has never been so many miles of railroad in course of construction. In the South, many of the railroads were either destroyed, or greatly injured. These are now in the course of repair, or reconstruction; and in a few months more, the railroad system of the South will be fully restored. In the East, there are still new roads building. The Boston, Hartford Fishkill Road (of which we have spoken in a former article), is going on, and will no doubt be finished at an early day, and connect with the Erie Road at Newburg. Another great enterprise is that of a railroad on the west side of the Hudson in the interest of the New York Central Road. It is curious that Vanderbilt holds the monopoly of railroad transportation on the Hudson. Such a monopoly as this is contrary to every idea of American justice and expediency. He owns the Harlem and a controlling interest in the Hudson, so that he has the whole railroad transportation of the Hudson in his hands. To destroy this mo-

napoly, the Central Road and the local interests on the west side the Hudson are building a railroad on that side. It will soon be finished to Saugerties; and the newspapers say, the problem now is, whether to make the road along the Hudson, or make it on an interior line? In the former case, the difficulty is not, as might be supposed, in making it round the abrupt hills of the Highlands; but, in passing West Point. The Government will not, of course, permit the road to cross the point. Hence, it must probably be tunnelled, if that route be adopted. No doubt, it may be tunnelled, on a line less than a mile in length; but that will be very expensive. Probably the interior line will be adopted, the main difficulty of which will be, that some towns on the Hudson will be avoided.

In the extreme West, we see railroading on a magnificent scale. The great Union Pacific Road is proceeding at a most rapid rate. Already, nearly four hundred miles are made up the Valley of the Platte, from Omaha. At present, the struggle of that road seems to be against the Indians, rather than nature. The Indians seem to have arrived at a very correct idea on this subject, that the making of the Pacific Road through their country will end their dominion, if it does not terminate their race, on this vast hunting ground, which has heretofore been exclusively theirs. What can they do? If they are conquered in war, so they will be by the railroad. It is death to them in either event; and while it is absolutely necessary that civilization should advance, so it is the interest of savage natures to resist it with savage warfare. On the extreme Western part of the Pacific Road, the ranches of the advanced settlers are continually attacked, and their inmates often killed. This was the case formerly on the frontiers of Ohio and Indiana. It resulted in leaving not a single Indian on that soil; and except on the barren rocks of the mountains, or the ice plains of the North, there seems no place where the Indian can rest. But it matters not, the earth will be subdued at last by the highest civilization; and all that opposes it must perish. The Pacific Road is going on in spite of all obstacles, with wonderful rapidity. So also is the Pacific Road on the Smoky Hill route, and already it has advanced hundreds of miles beyond the Kansas frontier. This road will probably go eventually to New Mexico, and reach the shortest route to the waters of the Pacific, by the Colorado River.

In the extreme Northwest, the same activity in railroads prevails. Several roads are making in Minnesota, as well as Iowa; and soon the far west, even to Montana, will be penetrated by those lines of advancing civilization. In that direction, towards Puget's Sound and Vancouver, we must have another Pacific Railroad. Yes, the time is not many years distant, in which a railroad will not only go to Vancouver Island, but up

the west coast of the Pacific to New Archangel. The railroad is the great locomotive agent of the world, and it will go wherever man goes.

In Ohio also, we are getting up new railroads, and some of them of great merit. The Hocking Valley, (or Mineral) Railroad is already commenced, and will be of great value to the district in which it lies; but it is now expanding into a much greater project, viz.: the extension of the Hocking Valley Railroad to Toledo. In other words, this will be a diagonal road in Ohio, and perform the same function for Baltimore, which the Cleveland, Columbus and Little Miami does for New York. There is no doubt in our mind, that this would be a very profitable road. Baltimore is the nearest point to tide water, and Toledo on a direct line from Baltimore to the Northwest. It strikes us that there is scarcely any enterprise of the day likely to be more successful than this, if completed. Baltimore has a deep interest in it, and so has Toledo. With these great aids, we see not how it can fail to succeed. Thus we see, that railroad construction is going on most rapidly, and we believe that from 1865 to 1870, will be the period of the most extensive railroad construction in this country.

It is understood that Com. VANDERBILT has bought up enough of the stock of the New York Central Railroad to insure a control in its affairs, and that Mr. KEEF will retire from the Presidency and be succeeded by Gen. BAXTER, and that other changes will be made in the directory, which will bring the road into full sympathy with the Hudson River management.

Receipts of the Western Union Railroad Company, for the week ending July 14:

	1867.	1866.	Inc.	Dec.
Freight	\$10,517 61	\$17,193 10	.....	\$6,680 49
Passengers	3,225 59	3,349 24	.....	123 65
Express and Tel.	32 00	250 00	70 00	
Mail	375 00	379 91	.....	4 91
Totals	\$14,435 20	\$21,177 25		

Receipts from January 1, to July 14:

1866	\$395,623 18
1867	289,517 40
Decrease	\$105,105 38

HEAVY RAILROAD MORTGAGES.—The Chicago & Rock Island Railroad Company recently gave a mortgage to Stewart & Osborne, of New York city, for \$13,500,000 to secure that amount in bonds of \$1,000 each—lately issued by that company. The revenue stamps on the instrument amounted to \$13,500. About the same time, and for a like purpose, the Western Union Railroad Company gave a mortgage to the Farmers' Loan and Trust Company, of New York city, for \$5,000,000. The revenue stamps on this instrument amounted to \$5,000. The Rock Island Union learns that the money raised by the last named company is intended to be used in part to extend their road from Port Byron to that city. This is the first mortgage ever given by this company.

Michigan Central Railroad.

The annual report of the directors of this Company for the year ending May 31, 1867, has just been published. It states that the net bonded debt of the road is \$6,238,013 56, and the capital stock \$8,070,666, making a total of \$14,307,679 56. This is an increase during the year of \$725,902 15. The bonded debt has been decreased by the conversion of \$149,500 of convertible bonds into stock, and the capital stock has been increased by that amount, and also by the issue of \$893,300 of new stock.

The gross receipts, as stated in the Treasurer's report, have been.....\$4,333,704 83
The operating expenses, including local taxes, were..... 2,816,777 21
Total.....\$1,506,927 62

U. S Gov't tax on div'ds & receipts...\$87,428 52
Int. on foreign and local exchange.... 628,081 55
Sinking fund pay'ts. 84,500 00
800,010 07

Net receipts for year.....\$706,917 55

From the Superintendent's report the subjoined summary is taken. The earnings for the past year have been:

From passengers.....\$1,824,225 75
From freight..... 2,285,521 69
Miscellaneous..... 215,743 07
Total.....\$4,325,490 51

As compared with the previous year, this statement stands as follows:

Decrease in passenger earnings...\$237,109 30
Increase in freight.....\$76,929 87
Increase in miscellaneous earnings..... 38,179 43
116,109 30

Total decrease this year.....\$121,000 00

The falling off in the passenger earnings has been among all classes, in both directions, with the exception of the transportation of emigrants, which shows an increase of \$14,055 39. The freight earnings of the last five months show a gain over the corresponding period of the preceding year of \$70,892 61. This gain is chiefly attributable to the opening of the through freight line via the Great Western Railway, consequent upon their laying down the third rail, enabling the narrow gauge cars to go directly through to New York from Chicago, St. Louis, and Cairo. The Blue Line cars, of uniform construction, owned by the several interested companies, now carry freight from Chicago to New York and Boston without breaking bulk. The crossing of Detroit River is accomplished by means of an iron steamer recently constructed by the Great Western Company, and which is capable of transporting sixteen loaded freight cars at one time. The extension of the Jackson, Lansing and Saginaw road to Owosso, during the year, has exercised a beneficial effect upon the freight business of the road. The increased tonnage of freight moved during the year was $8\frac{1}{2}$ per cent. The increased earnings upon freight is $3\frac{1}{2}$ per cent. That the increase of earnings is not greater is accounted for from the fact that through freights have ruled lower than during the preceding year.

"The prospect for abundant crops upon our line, as well as tributary lines, was never more flattering than at present, and we may look forward with much confidence for a successful Fall and Winter business."

Dubuque & Sioux City Railway.

Hon. Platte Smith has sold his interest in the Dubuque & Sioux City Railroad and resigned the Vice-Presidency. In a letter to the Dubuque Times he gives his reasons as follows:

A few months since I was the owner of twelve thousand two hundred dollars of preferred stock, and about the same amount of common stock, which cost me par in cash, also some bonds and dividend scrip, making an aggregate of a little more than twenty nine thousand dollars. I believe that the whole would have been worth par if the road had been built to the Missouri river. The stock in the road from Clinton to Cedar Rapids is worth about 280 per cent. on its original cost, and from Cedar Rapids to the Missouri the common stock is worth par. I saw no good reason why ours should be worth less. But others who had a greater interest did not see matters in the same light, and did not deem it either good sense or prudent to complete the road. They had an undoubted right to carry out their policy instead of mine. I thought that we could not stand still—that we must either go ahead or backward—and I did not feel inclined to own stock in it unless it could go ahead and improve. I wanted to rival the Cedar Rapids road, and could not do it. I sold out not at once or twice, but gradually to the bottom dollar, well knowing the consequence. I hated to do it; I did not like to give up my original idea that I had worked for so long—the building of the road to Sioux City. Another reason for my selling out was, that it would produce harmony in the local management, which is desirable in order to insure success in any undertaking. Our superintendent of the Dubuque Southwestern road, very naturally wishes to manage and model this road in the same way he has that, and with me out of the way, I have no doubt but he will be equally successful with each. I feel that I have stood in the way of that result long enough.

THE EAST RIVER BRIDGE.—A meeting of the corporators of the New York and Long Island Bridge Company was held at the office of the Chief Engineer, No. 14 Park Place, Wednesday afternoon, July 10. The resignation of Gardner L. Howland, as one of the corporators, was received and accepted, and Sheperd F. Knapp was elected to the vacant position. The report of the Committee on By-Laws was read, and with some amendments was adopted. In answer to inquiries, the engineer stated that by investigations already made he had determined two points at which solid rock foundations for piers could be obtained at both sides of the river, and at neither of them would the required span be as great as that of the Niagara Suspension Bridge. He had no doubt that other locations even more favorable would be ascertained by further surveys. Although the company were not limited by the terms of the act of incorporation to any particular style of bridge, he considered a suspension bridge by far the most economical and feasible. Of the entire practicability of constructing such a bridge there could be no possible doubt.

The Fallacy of Co-Operation.

[From the New York Economist.]

We cannot ignore the fact that the idea of co-operative trade and production has lately become popular with a large class of American artisans. The derangement of labor, resulting from the general depreciation of values, has been favorable to the progress of this idea; and its agitators have made the best use of their opportunity. Manual laborers are apt to take a merely superficial view of industrial questions. They see, at the present time, that the tendency of wages is downward, and without proper consideration of the circumstances which cause this depression, they attribute it to avarice on the part of employers. With this thought fixed in their minds, it is not difficult for shrewd leaders to impress them favorably with any plausible plan of relief. The co-operative system certainly is plausible. Like a nicely executed counterfeit, it is "well calculated to deceive." It touches the laborer in a sensitive spot when it assures him that he may enjoy the profits which, in the ordinary course of business, accrue to his employer. The result we now see in the establishment of stores and workshops, in nearly all our larger cities, on the co-operative system. From a vague and undefined idea, the plan of co-operation has been agitated into something practical and tangible. Not only have many establishments been started on this principle, but new projects of the same kind are on foot in all parts of the country; and working men seem to have reached the belief that they have at last found a remedy for all the troubles that beset labor.

Now, in this age of invention and discovery, we must denounce nothing because it is new or strange; but does it seem reasonable that the business world should have moved on until this day without discovering the merit of co-operation, if there is any merit in it? If the principle is sound, why was it not practically applied one hundred or one thousand years ago? The truth is, that it has been effectually tried in both ancient and modern times, and the general failure of the experiments is the best evidence that the principle is fallacious. It is said that co-operative stores and workshops are now in successful operation in England, and it is claimed that there are two or three similar instances in this country. Possibly, there are cases in England in which the system has proved successful after fair and effectual trial; but there are certainly no such cases in the United States. A store or manufactory must pass through years of experience and encounter all the vicissitudes of a long business career, before its management can properly be pronounced a success. The soundness of a business establishment, like that of a ship, can be demonstrated only by a trial in stormy times. Admitting, however, that there are instances of success in co-operative enterprises, it only appears therefrom that the rule of failure in this matter, like most other rules, is not entirely without exceptions.

If the friends of the co-operative system were to look back and examine the experiments that have hitherto been made in the United States, they would be, to say the least, far less enthusiastic than they now are concerning the favorite system. Twenty-five or thirty years ago, the idea of co-operation was agitated in this country, very much as it is at the present time. Co-operative stores and workshops were established, and the enthusiasm upon the subject extended even to the

Western farmers. In Ohio, particularly, a large number of "Farmers' mutual stores" were established—close-buying farmers believing that they might as well save the profits accruing to country merchants. Not one of the old co-operative concerns is now in operation. Some of them were apparently successful for a time, but the ultimate failure was complete.

Why do such enterprises fail? Why is not the co-operative principle feasible? There are two leading points contained in the answer to these questions. In the first place, the mercantile or the manufacturing business is something that must be learned, in that respect being as much a trade as tailoring or shoemaking. No man is competent to conduct a store or a manufactory successfully, who has not business talent, tact, judgment, experience and a thorough knowledge of everything pertaining to his line of trade. It would be unreasonable to expect that a merchant could sit himself upon a bench and produce a good pair of boots, and it is quite as unreasonable to suppose that a shoemaker is qualified to manage a store. But it may be said that a co-operative company might employ agents competent to manage the business properly. To this we reply that there is no business maxim more forcible than the homely one which declares that "every man should mind his own business." The individual or the company who depends upon hired parties for the management of business affairs, will sooner or later be interested in the provisions of the bankrupt law. A co-operative enterprise, like an individual one, requires the personal management of those who are peculiarly interested in it; and herein lies an insuperable obstacle to successful stores or workshops on the co-operative system.

The other leading difficulty in the way of such enterprises, is the impossibility of equitably adjusting the production of the co-operators. That is, a skillful workman would naturally think it hard that he should produce twice as much as an inferior workman, without receiving any more compensation. Perhaps no two of the co-operators would be exactly equal in this respect, and this difference in capacity would necessarily lead to a rupture, sooner or later.

In fact, business management has become so thoroughly systematized that it may be regarded as nearly perfect. Nothing in the world has been studied so long, so generally, or so exhaustively, as this subject. The laws which govern it are immutable, and those who attempt to overthrow them by visionary projects like that of co-operation, will find the experiment both troublesome and expensive.

That there is a good deal of logic in the above article, will be admitted by all who stop to think, and that the advantages of the co-operative system is more in the theory and the brain of the co-operative agent than in the pockets of the co-operatives. The truth is that men do business to make money—they labor for it night and day, and it is in the strife to accumulate wealth or to produce the most and best with the least possible expenditure of labor, that the infinitesimal division of pursuits has been created; so that experts only are called to labor in each department. It is seldom that those skilled in one branch of industry, are also proficient in an other—or in other words, "every man to his trade."

There is another principle involved, which

appears to be entirely lost sight of by the co-operators, although in one sense they are great sticklers for it; that is, that trade or business should have its proper remuneration. While they will contend vehemently for an increase of the wages of their particular craft, yet they desire all others to remain at the old standard, so that they may supply their wants as cheaply as possible, begrudging the reward due to their fellows.

By exercising a little thought, it will be readily seen that if all were to turn strict co-operatives, there would be an end to enlarged commerce and huge factories; there would be but little use for railroads or steamboats, and the whole world would be divided up into knots and small communities, each making and producing what they themselves needed; none wanting to buy, no surplus would be produced, and if produced, it would only become a source of corruption and wrangling. The true theory of life is to "live and let live"—being well satisfied that no one department of trade (except a patent right) can for any great length of time unreasonably prey on the rest, as that would produce a competition that would defeat the object of the monopoly.

The following is a statement of the approximate earnings of the Pittsburg, Fort Wayne and Chicago Railway Company during the month of June ult., and of the earnings and expenses of the first six months compared with the same period of the year 1866:

	1867.	1866.
From freight	\$288,984 00	\$412,123 26
From passengers....	182,596 54	196,408 35
From exp. matter...	7,987 50	7,800 00
From mail.....	7,825 00	7,825 00
From rent of railway,	7,083 34	7,083 34
Miscellaneous.....	2,109 50	2,426 57
Total.....	\$506,585 88	\$633,666 52
Earnings from Jan.		
1, to June 30....	\$3,398,307 98	\$3,619,114 89
Expenses from Jan.		
1, to June 30....	2,467,382 50	2,657,220 34
Net earnings for		
six months.....	\$930,925 48	\$961,894 55

DES MOINES VALLEY RAILROAD.—The last Pella (Iowa) Blade contains the following: "While at Des Moines a few days since we were informed by Colonel Otley, Chief Engineer of the Des Moines Valley Railroad, that he had sent to Chicago for tents, etc., preparatory to making a survey of the road from Des Moines to Minnesota. It is proposed to run one line from the capital up through Greene county to Fort Dodge, and another on the east side of the river through Boonesboro. The people of Boonesboro have offered the company \$100,000 to take the road through that place, and they can well afford to do it, as it would be the making of Boonesboro—the Valley Road and Northwestern Road crossing there. When completed to St. Paul, the Des Moines Valley Railroad will be one of the most important roads in the West. It will cross all the other roads in the State, and bring an excellent market to the very doors of the people all along the line."

MONONGAHELA VALLEY RAILROAD MEETING.—In accordance with previous notice, a meeting of the friends of the above railroad via the Saw Mill Run route, convened this forenoon at eleven o'clock, at the office of T. W. Briggs, Esq., on Water street, in this city. There were present, citizens of Pittsburg, Birmingham, Lower St. Clair, Baldwin and Snowden townships, also from Washington county, and much interest was manifested.

Joseph S. Goston, of Findleyville, was called to the chair, and J. Reymer, of Pittsburg, appointed Secretary.

Dr. Van Voorhees, of Fayette county, chairman of the corporators, was present, and addressed the meeting at some length. He referred to the interest manifested among persons residing along the proposed route in the enterprise, and said the only thing necessary to bring the road to a successful completion, was a united effort. He had been over the route, and was much encouraged with the prospects. Greene county, he felt confident, would come up to the work with handsome subscriptions.

On motion of Jas. Trunick, Esq., of Peebles township, it was

Resolved, That a committee of ten be appointed to solicit subscriptions to the Monongahela Valley Railroad Company, which subscriptions shall be conditioned on the road being constructed on the shortest route—which is *not* by the River to Monongahela City.

T. W. Briggs, Esq., of Baldwin township, offered the following:

Resolved, That the said committee of ten be empowered to employ a corps of competent engineers to make a survey of the route from Pittsburg to Monongahela City, via Saw Mill Run, as they may select.

On motion the following gentlemen were appointed the committee as provided for in the above resolutions: Dr. Oldshue, Pittsburg, chairman; and Messrs. James Gordon, Pittsburg; George Duncan, F. Ihmsen, Birmingham; Jacob Hays and T. W. Briggs, Baldwin township; Joseph Miller, Thomas Kiddoo, of Snowden; and W. Fry and Sol. Bell, of Washington county.

On motion six of the committee were constituted a quorum for the transaction of business.

A resolution was adopted that the proceedings of the meeting be published in the city papers, and all others friendly to the enterprise, and that the Secretary, Mr. J. Reymer, be requested to carry this resolution into effect.

Adjourned to meet at the call of the committee.—*Pittsburg Chronicle*.

GOLD.—From the commencement of the Christian era to the discovery of this country it is estimated that gold had been taken from the surface and mined to the amount of \$3, 800,000,000; from that date to the close of 1842, \$2,800,000,000; to 1860 Russia adds \$746,000,000, and California and Australia \$2,000,000,000 more. The annual average product of gold at the commencement of the Christian era is estimated \$8,000,000; at the discovery of America this product had diminished to \$100,000; in 1600 it had increased to \$2,000,000; in 1700 to \$5,000,000; in 1800 to \$15,000,000; in 1843 to \$34,000,000; in 1850 to \$83,000,000; in 1853 to \$236,000,000. There was a subsequent falling off, so that in 1860 the product was only \$210,000,000. The average annual loss by the wear of coin is estimated at one-tenth of one per cent; the loss by consumption in the arts, and by fire and shipwreck is calculated at from \$1,000, 000 to \$3,000,000 per year.

The St. Louis Bridge.

The St. Louis *Democrat* says of the proposed bridge across the Mississippi at St. Louis, that the plan of Capt. J. B. Eads has been adopted. Of the structure and proposed improvements it says:

The style adopted by Capt. Eads is somewhat similar to that used in the structure over the Rhine, between Coblenz and Ehrenbreits tein, but the span there is only 300 feet. But it is the great feature of our bridge, which will cost nearly five millions, that it will accommodate two double tracks of rails, one broad gauge, the other narrow, foot passengers and street railway cars, and will not interfere one whit with navigation; for of the three arches which will span together the shores of St. Louis and Illinois, the central one is 515 and the two side ones 497 feet. The two piers which will support these glorious arches will be tremendous masses of masonry.

Soundings made recently in the river have indicated a remarkable change in its bed. The high water being compelled to flow through the narrow channel framed by our wharf and the revetted shore of Bloody Island, has cut out the sandy bottom eighteen feet lower than when the same soundings were made last April. Yet this location is perhaps the narrowest place in the river within fifteen hundred miles of its mouth. From this cause it has been absolutely necessary to place the foundations of the piers upon rock itself, which is from 50 to 75 feet from the sandy bed. Taking this into consideration, the pier at the deepest part of the river will be a mass of masonry 200 feet in height, 110 feet in width, and a breadth tapering from 55 to 40 feet. The other will probably be 170 feet in height, as the rock is met with some 30 feet nearer to the river bottom.

The roadway for foot passengers and double track for horse cars is above Broadway level, from Third street to Washington avenue, to beyond the dyke in Illinoistown. Below and supporting this roadway are the arches, which are formed of four ribbed arches of cast steel. These latter are composed of two members, each placed seven feet apart, and held in their position, one above the other, by a system of diagonal steel braces between them. These braces of the shape of a letter V, being strengthened in the center by a perpendicular brace of the same material. On these ribs are the strong vertical struts or posts which support the carriage way, and which are not only of sufficient strength for that, but also to support the railway track which is suspended from the roadway. The railway will contain, as we have noticed before, two double tracks, one 48½ feet for the narrow gauge, the other 6 feet for the broad. These will pass between these ribbed arches and through vaulted openings in the piers, and will enter a tunnel between Second and Third streets, on Washington avenue, in a straight direction as far as Ninth street. There the lines will curve to the south and continue under Eleventh street from Olive to Clark avenue, where they will terminate on the south side of the street. The break in Eleventh street, at Market, will necessitate a slight curve in the tunnel that will cause it to pass under the tobacco warehouse. Of course, at the end, there will be a great union depot, but the exact locality has not yet been determined. We trust, however, that it will be commensurate in grandeur with the bridge itself. That, however, is an after consideration; but very

probably the locality will be the bed of the old pond called Chouteau's pond.

It will be seen from the above that the movers in this matter are men of brain, and have a comprehension not only of the present situation, but of the future probable necessities of St. Louis. They have made no mistake in their estimate, and if their efforts are seconded by proper discretion on the part of the State authorities in fostering the completion of her railroad system, St. Louis will not only become the first city of the great central West, but Missouri will be second to none in the sisterhood of States. They see looming up in the future the vastness of the commerce that will be brought to their doors by the opening of these avenues of trade—the immense traffic of the two railroads to the Pacific (the Kansas Union and the Southwestern Pacific), and of the vast agricultural plains and mining gorges between, that will be tributary to their city, and they propose to make the necessary preparations to accommodate it.

On through traffic there is to be no tax levied to enrich transfer companies, or unnecessarily increase the dray nuisance.

Cincinnati is equally well situated for as comprehensive a system of improvement, as is St. Louis, and it could be done at less cost; if she had adopted the policy we advocated ten years ago, she would not to-day have witnessed the humiliation of having a large portion of the traffic that would have passed over her thoroughfare, carried past her on the by-paths by which she is now circumvented. It was then and is now argued that the traffic that passes through the city unless it pays its *drayman's tax*, is of no benefit and does nothing to build up the city. Based on this idea, the policy has ever been to make the drayage distance as long and expensive as possible, and has resulted as stated above in circumnavigating the city with by-paths for through trade, impoverishing our roads, made them lose their prestige, and will probably afford us the opportunity of witnessing the great prestigiatory feat of their being swallowed up by the anacondas of commerce that trail their length to the Eastern marts.

THE LOWER CALIFORNIA COMPANY.—The Lower California Company has organized under a New York charter, electing William G. Fargo, President; William R. Travers, Treasurer, and George Wickes, Secretary. Commodore Garrison, August Belmont, Gen. B. F. Butler, Leonard W. Jerome, Caleb Cushing, John A. Griswold, and Richard Schell are the other Directors. Gen. John A. Logan has accepted the position of Governor of the Company and Superintendent of Colonization, and will soon proceed to the Peninsula of Lower California.

The traffic of the Chicago and Great Eastern Railway for the first week of July was:

1867.....	\$22,094 60
1866.....	20,419 13
Increase.....	\$1,675 47

The Chemical Action of Steam on Sulphurets at a High Temperature.

[Translated by J. H. Tiemann, M. E., from Plattner's *Rostprognose*.]

The different experiments which have been undertaken in a small way by numerous chemists and metallurgists, on the decomposition of sulphurets by steam at a high temperature, have awakened the hope that by this means the roasting of sulphurets, for the complete elimination of the sulphur, might be very much simplified and improved. Before proceeding to a description of the methods of using steam in roasting in a large way, it will be necessary first to consider the department of the various sulphurets to steam at a red heat:

1. Experiments with sulphuret of lead, undertaken by Pattison, have shown that steam is decomposed by incandescent sulphuret of lead, the hydrogen combining with a portion of the sulphur, forming sulphuretted hydrogen, while, according to Pattison, the oxygen combines with a relative proportion of sulphuret of lead, forming a sulphate, the sulphuret being probably reduced to a sub-sulphuret.

2. Experiments made by Jordan, with sulphuret of lead, partly alone, and partly mixed with carbon, have shown that galena alone is decomposed with difficulty by the aid of steam. Sulphuretted hydrogen and sulphurous acid is formed, and some yellow oxyd of lead, while particles of the galena are carried off by the steam. Galena mixed with carbon and treated with steam also decomposes slowly; a great deal of sulphuretted hydrogen is evolved, and but little sulphurous acid, the galena sublimes in bluish, feathery crystals, which are composed of very delicate cubes, and metallic globules of lead collect on the remaining undecomposed sulphuret.

3. Regnault speaks as follows concerning the action of steam on various sulphurets: "With a simple sulphide the hydrogen combines with the sulphur to form sulphuretted hydrogen, and the oxygen goes to the metal, when this is inclined to absorb oxygen at the temperature at which the experiment is carried on. The oxyd thus formed may act on the remaining undecomposed sulphuret, a fresh amount of sulphur then passes off as sulphurous acid, and the reguline metal may remain. The sulphurous and sulphuretted hydrogen present decompose one another at a high temperature, and water and sulphur are the results, according to which the definite results of the experiment are: metal, sulphur and undecomposed sulphuretted hydrogen, when the metal itself has not the property of decomposing water; in the latter case oxyd remains, which is formed when the metal is heated in a stream of vapor. Steam would, therefore, be a powerful desulphurizing agent, if the sulphuret decomposes it with energy, for, in many cases the desulphurization would be accelerated by both the elements of the steam, hydrogen and oxygen. When the sulphurets are mixed with carbon, the reactions are various; for a certain amount of the steam is decomposed by the carbon, carbonic oxyd gas is formed, which has no effect on the sulphurets, and hydrogen, which, as has been shown by Rose, eliminates the sulphur, but with far more difficulty, and more slowly than oxygen. The remaining undecomposed steam may act on the sulphurets, sulphuretted hydrogen is formed, but oxydes are not formed, owing to the presence of carbon, consequently no sulphur is separated in this case. Therefore the addition of carbon

desulphurization, when it is not in itself practicable; and it is only of use for the reduction of the metal, when this latter, after separation from the sulphur, has been reduced to an oxyde. If a mixture of air and steam be passed over a heated sulphuret it becomes evident—as air and steam do not act on one another—that the two ingredients each act independently. The air, as usual, effects the roasting by the oxygen which it contains, and the steam acts as described above. In this case sulphurous acid and sulphuretted hydrogen would be formed, which would react on each other; water and sulphur would result, and a certain amount of gas would remain in excess. The metal would be changed to an oxyde." The following are some of the results obtained by Regnault:—Sulphide of copper heated in a glass tube, and steam passed over it, evolved some sulphuretted hydrogen, but was very little decomposed. Heated to a white heat in a porcelain tube, steam acted very energetically on it, a great deal of hydrogen was formed, and drops of sulphur were set free. The sulphide changed to metallic copper. The formation of hydrogen could only have been caused by the decomposition of the sulphuretted hydrogen in the heat. The decomposition occurs probably more easily at the moment of formation than after it has already passed into the gaseous state. (Sulphuretted hydrogen passed through a heated porcelain tube is decomposed to sulphur and pure hydrogen, *Clazel, Ann Chim*, 84, 166.) Sulphide of iron decomposes steam much more energetically than sulphide of copper, for when heated in a glass tube it set free a larger amount of hydrogen, which caused the formation of magnetic oxyd. A mixture of hydrogen and sulphuretted hydrogen is formed; in this case the formation of hydrogen is caused by the decomposition of the water by protoxyd of iron, which is formed in the first part of the process. Sulphide of zinc, blende or natural sulphide, heated in a glass tube with steam, causes the formation of a little sulphuretted hydrogen, but undergoes no further change. In a porcelain tube, at a higher temperature, the decomposition was easier; small silk-like excrescences of oxyd of zinc condensed in the fore part of the tube, and the blende was almost completely desulphurized. Sulphide of lead, at a low red heat, underwent no apparent change. At a higher temperature, sulphuretted hydrogen was formed, and the water in the receiver in which the gases were condensed became milky, on the surface of the unsmelted blende a covering of metallic lead had formed, the fore part of the tube was covered with bright, cubical crystals of galena, which had volatilized, and been carried over by the steam. The hydrogen of the steam unites with the sulphur, and its oxygen unites with the lead, but as fast as the oxyd of lead forms it acts on the still undecomposed sulphide, metallic lead and sulphurous acid are formed, which again necessarily reacts on the sulphuretted hydrogen, and causes the precipitation of sulphur, which made the water in the receiver milky. Sulphide of quicksilver decomposes steam with considerable energy; a great deal of sulphuretted hydrogen was liberated, and the volatilized substance had become black. It contained globules of quicksilver; the products, therefore, are similar to those of sulphide of lead. Sulphide of silver, under the same circumstances, decomposed the steam almost with the same energy as sulphide of lead. The amount of sulphuretted hydrogen formed was very large, and after the experiment, the sulphide of silver, which was

cannot make the use of steam practicable for melted, was covered on the surface with metallic silver. Sulphide of antimony liberated a large amount of sulphuretted hydrogen, while, at the same time, a large quantity of an orange yellow substance which was similar to sulphide of antimony obtained in the humid way, condensed in the fore part of the tube; it consisted, however, of sulphide of antimony and antimonious acid; and the edges of the fused sulphide of antimony in the tube were covered by a similar substance. Sulphide of antimony, therefore, decomposes steam with considerable energy, sulphuretted hydrogen is set free, and an oxysulphuret is formed $\text{SbO}^3 + 2\text{SbS}^3$ which sublimes as fast as formed; moreover, this oxysulphuret is only formed when there is a large excess of sulphide of antimony, for it decomposes steam at a red heat, and in this manner is probably converted entirely into oxyd (antimonious acid). Sulphide of arsenic acts similar to sulphide of antimony."

From the foregoing results Regnault draws the following conclusions:—"As far as regards the use of steam in metallurgical processes, in order to effect the roasting of the sulphurets, the foregoing experiments give sufficient evidence that in this respect there is nothing to be expected. The atmospheric air is a far more energetic desulphurizing agent."

4. Experiments made by Bischof have shown that sulphate of silver and lead, when exposed to a high temperature, undergo decomposition by steam, evolving sulphuretted hydrogen, while the silver remains behind in the metallic state.

5. In the year 1844 I had opportunity, by experimenting, to fully convince myself that the decomposition of the sulphurets and arsenurates by steam, the air being excluded at such a temperature as is used at smelting works for roasting pulverized ores in reverberatory furnaces, takes place very slowly, and with the addition of air somewhat more quickly, but not more perfectly than with air alone.

6. The use of steam for the desulphurization of ores, and at the same time for the recovery of sulphur and sulphuric acid, was first proposed by Rogers, as also by Rosseau. Both of them felt convinced that the action of steam on incandescent sulphurets, will be used advantageously, on the one hand for the conversion of the sulphurets into oxides, more completely than by the aid of air alone, on the other hand for the purpose of condensing the freed sulphurets to sulphuric acid in leaden receivers, and, at the same time to recover the sulphur from the sulphuretted hydrogen formed.

7. Cumenge made some practical experiments on the use of steam, principally for the elimination of arsen and antimony from their ores. According to his account these experiments gave good results.

8. Patera made some experiments in roasting rich silver ores from Joachimsthal, by the aid of steam, with good results. His first apparatus consisted of a muffel (without draught holes), the mouth of which was closed with a stone plate. The steam was passed by a pipe into the muffel, and from there, through another pipe in the roof, into a Wolf's apparatus, where it was condensed. The volatile products of combustion, consisting of metallic arsenic, arsenurous acid, some sulphur, and a few particles of fine ore, which were carried over, were condensed with the steam. Pure ruby silver was soon converted into metallic silver. An ore containing about

8.5 per cent. of silver, was perfectly free from arsenic after five hour's roasting, the reduced silver could be seen with the naked eye. In order to separate the metallic silver from the other metals, most of which had been reduced to oxides, Patera used with success a moderately dilute solution of sulphuric and nitric acid, in which the silver, together with the oxides and acids of nickel, cobalt, copper, bismuth and arsenic, were dissolved. The silver was precipitated as a chloride from this solution, reduced by a galvanic battery, and smelted. The residue was then subjected to two more roastings and washings, and then smelted for nickel, cobalt, copper and bismuth. It was found by experimenting on a larger scale, simplifying the condensing apparatus, that this process could be used to advantage for the reduction of the rich Joachimsthal silver ores.

From the results of the foregoing experiments it is evident that sulphurets (which do not give a sublimate of sulphur at a high temperature) when heated in contact with steam, the atmospheric air and products of combustion being excluded, are slowly decomposed in such a manner that the sulphur of the metal unites with a portion of the hydrogen from the steam to sulphuretted hydrogen and is set free, and the metal, when it possesses the property of absorbing oxygen at a red heat, forms an oxyd, and this oxyd, when at a high state of oxidation, or when easily reducible, yields a portion of its oxygen to the sulphur; sulphurous acid results, which, when coming into contact with the sulphuretted hydrogen in gaseous form, decomposes the latter to water and sulphur, in proportion as the sulphurets are at a higher or lower stage of sulphurization, and the metals are more or less inclined to become oxidized at a high temperature. Besides sulphuretted hydrogen, a larger or smaller quantity of hydrogen and sulphurous acid gas are formed, and sulphur is freed in vapor form. With sulphurets which, when the air is excluded, give a sublimate of sulphur, sulphur is set free without any further reaction. If the metal of the sulphuret possesses the property of decomposing water, or if its oxyd is easily inclined to yield oxygen to the sulphur, as sesquioxys of iron and oxyd of copper, it remains at a low stage of oxidation; and if not at all inclined to absorb oxygen at a red heat, or to retain a large quantity combined, it remains in the metallic form, as is the case with silver, which, though under certain circumstances, inclined to absorb oxygen, readily parts with it again. If the sulphurets, as well as the oxyds formed, are volatile, oxysulphurets are formed, which pass off, as is the case with the sulphides of arsenic and antimony.

The results are very different when air as well as steam is admitted, and also the products of combustion, which often contain free hydrogen, are admitted in the roasting of sulphurets. The steam indeed acts on the sulphurets, as already described, but at the same time the oxygen of the air acts on them, and the more energetically the more easily the sulphurets are oxidizable. At the same time, the sulphuretted hydrogen and the freed sulphur are ignited, more sulphurous acid is formed, which, by contact, is converted partially into sulphuric acid; and the oxides formed are not only brought to a higher state of oxidation, but sulphates may also be formed, which, when they are not easily decomposed at a high temperature, remain partially or entirely behind. Therefore, the more atmospheric air admitted with steam in

roasting sulphurets, the more nearly do the results approach those of an ordinary roasting with air alone, and just so much less is the object attained, namely, a complete elimination of the sulphur.

As the experiments have shown, that the decomposition of sulphurets by steam, air being excluded, can be effected only at a high temperature, and, in most cases, at a much higher temperature than is used in an ordinary roasting; this circumstance must necessarily be considered, on account of the necessity for an increased quantity of fuel. When we still further consider that the decomposition of sulphurets by steam alone, requires a much longer time than an ordinary roasting, and that besides the extra fuel requisite, the amount of labor per ton of ore is much increased, it is very evident that steam can only be used in certain cases, where it is necessary to remove entirely the sulphur, arsenic, and antimony, or, to avoid a loss of silver by volatilization in roasting very rich silver ores.—*Railway Times*.

Silver and Silver-Mining in the United States.

The subject of silver mining is awakening increased interest throughout the country. We often hear of gold fevers, but to speak of a silver fever strikes the ear as new. Yet there is reason to believe that our silver fields are richer than our gold fields, and the latter are very far from showing signs of decline or exhaustion. Some of our most thoughtful capitalists in Cincinnati—men of careful financial habits, not speculators—have recently made heavy investments in the Pah Ranagat silver mountains of Nevada, which, though they have been but little more than scratched on the surface, display indications of enough treasure buried beneath to wipe out a first-class national debt, such as our own Republic now has along with its other features of national supremacy.

True silver mines are practically inexhaustible, and money well placed in them yields a regular return. The veins do not run out. The silver mines of Konigsberg, in Norway, whose ore is seldom more than an inch wide, have been followed with great regularity to the depth of 1,800 feet, and are now worked at a large and fixed rate of profit.

The mines of Freyburg, Saxony, have been worked since their discovery in the twelfth century. They are 2,880 feet deep. This single vein has yielded over a thousand millions of dollars. The mines of Potosi, in Bolivia, have produced silver worth over sixteen thousand millions of dollars, and still the lower and richer parts of the mountain are untouched. The following record of the yield of some of the Mexican mines is wonderful:

San Dumas in 25 years yielded...	\$25,000,000
Pavillon, annual dividend.....	6,000,000
Temperate, seven months' profit,	5,000,000
San Avaseo, three years' profit...	54,000,000
Gallega, six years' profit.....	11,000,000
Vetra Madre has yielded.....	225,935,736

Baron Humboldt states that the silver mines of Mexico from 1537 to 1731 produced twenty-five hundred and seventy millions of dollars, coin value, which is more than the present value of our National debt.

The silver mines of the United States, though in their infancy, compare favorably with the above, and in productiveness promise to far exceed any mines in the world.

The Washoe mines are among the most noted. The Plato mine, only ten feet, of this region, in 1864 paid a net profit of \$160,000. Gould and Curry, 1,200 feet, in the same year divided a profit of \$1,080,000. This mine was originally offered for sale for \$10,000 without finding a purchaser, yet four years after had yielded a gross total of nearly thirteen millions of dollars. There are at present on the famous Comstock lode forty-six claims. These companies employ seventy-six stamp mills, crushing 1,800 tons per day. The entire yield in 1864 was \$15,000,000, and in 1865 nearly \$16,000,000. The total capital employed in the Nevada silver mines is less than \$25,000,000.

The development of the Reese River mines was commenced, on a small scale, in 1863, and in 1864 a capital of about two millions was invested. Four mills in 1864 produced \$600,000 bullion, which was thirty per cent. on the whole capital invested in Reese River.

In Colorado the daily average of all the stamps running is about \$8 per stamp; California gold quartz does not exceed \$15. Washoe in 1864 had 1,700 stamps running, with a daily average of nearly \$45. In Reese River the daily average per stamp is \$225, being fifteen times as great as the yield of California gold quartz. In 1865 all the ores reduced in all the mills of Reese River averaged \$204 50 per ton of ore. The Pah Ranagat ledges greatly surpass even this, and so far they are undoubtedly the richest silver region now worked in the United States. The average of three lots of ore, in all sixty-six unselected samples, from Pah Ranagat, was \$452 63 per ton.

Improvements in machinery, experience in treatment of ores, and reduction in the price of labor have enabled mining companies to profitably work ore yielding only \$6 or \$7 per ton. In 1860 it would not pay to work \$15 rock. The necessary supplies and materials for working the mines are very costly, when the transportation is added, but the Pacific railroads will revolutionize the whole business, and place it under infinitely more favorable conditions.—*Cincinnati Commercial*.

ENGLISH CAR ON FIRE.—“The dangers of railway travel under the English system of different compartments have lately received another illustration in the experience communicated in the following letter from a lady to the *London Morning Post*: “I had a narrow escape from being burned on my return from Paddington to Windsor, on Wednesday, June 12. The axletree of the carriage took fire, and the heat was so great that I could not have borne it many minutes longer without suffocation. The train was a quick one, and I was alone in the carriage. I could not close both windows to diminish the draft, or I should have been suffocated. I tried to diminish the smoke by stuffing the cushions over the burning part. On first noticing the smell of burning wood I put my hand under the seat, and the heat blistered my hand instantly. I shrieked ‘Fire!’ from my windows until I was hoarse, and my neighbors in the next carriage shook their newspapers out of the windows to attract attention, but we could not succeed in stopping the train. One gentleman got out of a carriage near, and made his way for some distance along the outside of the carriages, but was obliged at last to give it up, and nothing was done until the train stopped at Slough. The cushions were then burned quite through, and I was beginning to feel that I could not endure any longer the intense heat and the suffocating smoke.”

MONETARY AND COMMERCIAL.

The general features of the money market has not materially changed since our last report; there is a sort of closeness, yet no difficulty is experienced in obtaining money on satisfactory security. The positive assurance now felt relative to the incoming crops, gives buoyancy to the feelings of dealers, and if they do not undertake to make up too much of the losses of the past year during the coming season, by an unreasonable advance in prices, we have no doubt much of their hopes will be realized. The dormant and unsatisfactory condition of trade has forced capital to seek other and safer avenues of investment. The movement of the crops and the active opening of business will, however, bring into use a large amount of the reserves accumulated at the great money centres, and will, in a great measure, restrain the tendency to speculative movements in stocks and fancy securities, as profitable employment will be afforded for capital in legitimate trade. The usual rates of discount charged by the banks to customers is 8@10 per cent; out door transactions range from 10@15c.

Exchange is in full supply, and rates are dull; not, however, so much from an overabundance, as on account of the scarcity of currency and limited demand. The usual quotations are as follows:

	Buying.	Selling.
New York	51 dis.	par@50 prem.
Philadelphia	50 dis.	par@50 prem.
Boston	50 dis.	par@50 prem.
Gold	130 1/4	130 3/4
Silver	130@132	133

The gold market has, during the week, been quite firm, and prices have been fully maintained. The daily fluctuations have been as follows:

	Opening.	Highest.	Lowest.	Closing.
July 11	13 5/8	13 9/8	13 8/8	13 9 1/8
" 12	13 9 1/8	13 9 1/8	13 9	13 9 1/8
" 13	13 9 1/8	13 9 1/8	13 9	13 9
" 15	13 9 1/8	13 9 1/8	13 9 1/8	13 9 1/8
" 16	13 7/8	14 1/8	13 9 1/8	14 1/8
" 17	14 1/8	14 6/8	13 9 1/8	13 9 1/8

Of the New York market the *Tribune* says: Money is abundant on call at 4@5 per cent, and all borrowers in fair credit are readily supplied. In commercial paper no special change. Buyers are very cautious, but prime bills find a ready market at 6@7, and second grade at 8@9 per cent.

Government stocks are steady, with moderate sales. State stocks are steady, with the exception of Missouri 6s, which have fallen to 102 1/2. Bank shares are steady. The share market continues active, and the recent large and rapid advance has little effect upon speculators, who argue that under the present crop prospects and the existing abundance of capital, prices must advance still further. For the moment the bulls control the market, and no attempt of consequence is made by the bears to put out sellers' options. A few contracts in Erie at 60 days are in favor, but with this exception the bears are quiet. Real values have long since been passed on nearly the whole list, but the fact has no effect whatever on the multitude of speculators which throng Broad street, and confident that each

to-morrow will bring new buyers of stocks ready to pay an advance. The market under frequent sales to realize profits is kept feverish and irregular. The active stock of the day was North-West Preferred, which changed hands in large amounts. At the Second Board the market was steady. After the call the market was dull, with the exception of Hudson River, which rose to 112, closing at 111 1/4@111 1/2. The market closed steady at quotations. The following are the closing prices: New York Central, 106 3/8@106 1/2; Erie, 71 3/8@71 1/4; Wabash, 49 3/8 bid; Reading, 104 1/4@104 1/2; Michigan Southern, 80 3/4@80 1/2; Cleveland & Pittsburg, 93@93 1/4; Rock Island, 98 1/4@98 3/8; North Western, 45 1/2@46; North Western Preferred, 70@70 1/4; Fort Wayne, 102 1/4@102 3/8.

HEROIC FEMALE CONDUCT.—The Newburgh (N. Y.) *Journal* gives the following statement about the conduct of two young ladies at the disastrous boiler explosion recently on the Newburgh Branch of the Erie Railroad: "Two daughters of Mr. Merritt—one of the injured men—hearing the explosion, ran from the house to the scene of the accident, finding the three men, McBurney, Merritt and Sears, buried in the rubbish, and entirely senseless from the concussion and injuries received from the explosion. They extricated Merritt and McBurney, and carried them into the house, and returning to Mr. Sears' assistance, found a large iron balance-wheel, weighing 800 pounds, lying directly across him, partially supported by rubbish, yet holding him securely as in a vice. The two girls raised the wheel, drew him out, and carried him into the house also, providing for the injured men's comfort with all the means at their command. When they had done this, one remained to take care of them, and the other mounted a horse and rode post-haste for a physician."

CEDAR RAPIDS AND MISSOURI RAILROAD.—Few persons off the line of railroad extending west of Cedar Rapids to Council Bluffs and thence hundreds of miles west, and east to Chicago, have any adequate idea of the immense passenger and freight business done on the road. Eight to ten trains pass Cedar Rapids daily, each way, all heavily loaded. The road west of Montana is not yet in very good condition, but is being continually improved, and will in due time become an excellent and easily operated road.

The cities and towns on the line of this road show unmistakable evidences of thrift.

CANADA ROAD LANDS.—By an order of the Canadian Commissioner of Crown Lands, \$55,900 is to be expended in opening 120 miles of the route from Lake Superior to Red River. The road thus opened up will terminate within 70 miles of Rainy Lake, whence navigation is uninterrupted, except by a short portage at Fort Francis to the Lake of the Woods, about 90 miles from Fort Garry.

MEDALS AT THE PARIS EXHIBITION.—The number of gold medals to be awarded by the Exhibition Committee in Paris has been increased from 100 to 1,000, of silver medals from 1,000 to 3,000, and of bronze medals from 3,000 to 5,000.

VARNISH FOR MAPS AND DRAWINGS.—Dissolve one pound of White Shellac, a quarter of a pound of camphor, and two ounces of Canada Balsam in one gallon of Alcohol.

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Prices and Description.

No	1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 "	" 6 1/2 "	35 "
3, 8 "	" 11 "	36 "
4, 8 "	" 9 "	35 "
5, 7 1/2 "	" 6 1/2 "	30 "
6, 10 "	" 8 "	40 "
7, 7 1/2 "	" 8 "	35 "

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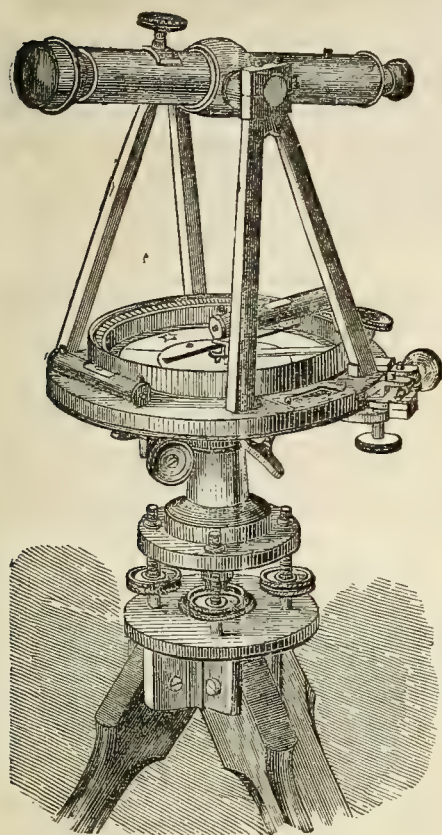
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WOOL & COTTON WASTE,

FOR RAILROAD & STEAMBOAT USE,

STEAM PACKING, ETC.

No. 233 Church Street,

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets $2\frac{3}{4}$ inches in width, and under. For Tickets over $2\frac{3}{4}$ inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.
167 Walnut St., Cincinnati, O

WRIGHTSON & CO.,

Railroad Printers

167 Walnut Street,

CINCINNATI, O.

HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards.

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

Way Bills,

Blank Books;

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Got out in first-class style, and at as low rates as an establishment in the country.

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.A.D. & M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind
J. M. LUNN, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H. & D.R.R., Cincinnati,
J. H. WELLES, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., India: agt
[Aug 2, 11.]

THE STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE STEAM SYPHON WATER-STATION

ocomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

Wherever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circu and other information, address,

STEAM SYPHON COMPANY,
48 Day Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

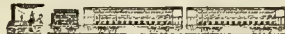
INNATI.

1867.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLIEN	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.15 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

CIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

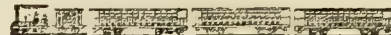
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt D. McLAREN, Supt

CENTRAL RAILROAD

-OF-

NEW-JERSEY.



On and after Monday, May 21, 1865, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers from New York by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. E.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 o'clock

9:00 a. m.—MORNING EXPRESS for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 7:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:22 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:44 a. m.; Allentown 12:30 p. m.; Easton at
1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 0:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

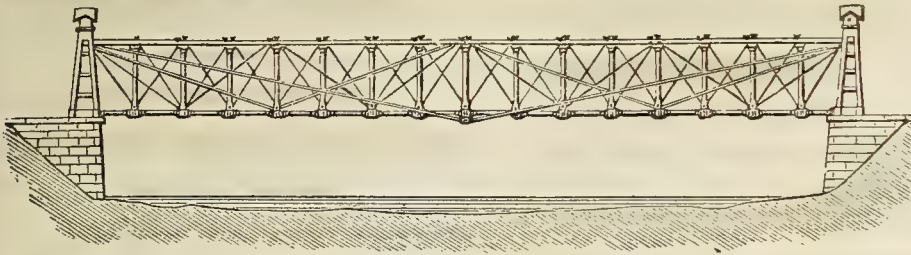
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion, and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article pertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

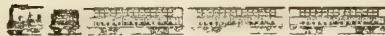
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hunt Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all eastern points with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati

W. P. SHINN General Freight Agent.
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on the Continent.

Sleeping Cars on night trains.
Night Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops--Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 40 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

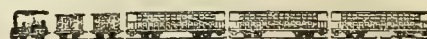
Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—from 1½ to 24 inches in diameter, and branches for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, JULY 25, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.	
One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.
DEPART. ARRIVE.
Night Express..... 5:00 P. M. 6:10 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.	
Baltimore and Washington City	
Express and Hillsboro Mail.....	7:30 A. M. 5:00 P. M.
Baltimore and Washington City	
Night Express.....	12:35 A. M. 5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M. 5:10 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M. 10:00 A. M.
Loveland Accommodation.....	5:40 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:10 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:09 P. M.	10:31 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:10 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connorsville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connorsville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.		
Chicago and St. Louis Express.....	7:00 A. M.	6:30 A. M.
Springfield & St. Joe Express.....	1:35 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	6:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:40 A. M.	6:40 P. M.
Lexington Express.....	2:40 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:40 P. M.	10:35 A. M.

The Rocky Mountain Region and the Railroad Routes over it.

At this time, when the great Union Pacific Railroad is approaching the Black Hills, the most difficult ridge of the Rocky Mountains, it may be of interest to trace the real character of that region. The ideas formed of the Rocky Mountain country, and the approaches to it, have long been something like those formerly held of the interior of Africa, and just about as erroneous. It has been represented, either wholly barren, or totally without water, or impassable by railroads. Neither of these views are correct. The Rocky Mountains are mostly covered with heavy timber, and except for about 60 miles on the Laramie plains, there is generally water to be found. The great demands of a railroad through that country are undoubtedly wood and coal. Unfortunately these, though abundant taken on the whole line, are often at localities long distances from each other. To give a general view of what material and fuel may be found on the rock, we make some extracts from Reports of Engineers on the Pacific Road.

OF WOOD.—Mr. Evans, who surveyed and located the line, on and near the Black Hills, says:

A sufficient supply of timber (yellow pine and spruce pine) can be obtained in this mountain chain, and contiguous to the line, to supply all the wants of construction, besides furnishing a large surplus for the line to the eastward, and for fuel.

He again says:

At and near Cottonwood Springs, distant from Omaha 285 miles, from Fort Kearney 90, the bluffs on the south side of the valley tend towards the river, approaching to within half a mile of the stream, and continuing parallel with it for some distance above and below. Here, in a district very broken, and somewhat difficult of access, a considerable growth of cedar is found, of excellent quality for cross-ties and kindred purposes. From this point to the mountains no timber is found, neither on the streams, nor contiguous to them.

The Lodge Pole Creek route, at the head sources of the Platte was adopted, and of that locality Mr. Evans says:

Near the summit of that line we find, bordering the head of Lodge Pole Creek, a dense grove of spruce pine, covering several thousand acres. The growth is so thick as to materially affect the size of the trees; still, much of it will be adapted for ties at present; and by judicious thinning may be made to furnish a large supply in the future. This body of timber is extremely convenient to the Cheyenne Pass line, as our location of last year runs parallel in the direction of its length, for a distance of three miles.

Over a very large part of the route west of the mountain ridge, there is undoubtedly a great scarcity of timber on the line of the railroad route; but, as we see above, there is much timber in the vicinity.

OF COAL.—The first indication of this mineral in place on the line occurs on Rock or Frappe's Creek, in Latitude 41° 43'.

On the other side of the divide, near the Medicine Bow River, at station 3640 of our line, a seam of coal can be seen two feet thick, dipping south southeast, at an angle of 20 degrees. The coal is inferior in quality, being extremely dry and brittle.

East of Fort Halleck, coal is again found, probably of the same formation. At both of the places mentioned, some mining has been done, the coal from each having been used for blacksmith purposes with success. As to the extent of the deposit east of the North Platte River, the undersigned has no means of basing an intelligent opinion. It may be stated, however, that the places mentioned are not the only ones where coal is found east and north of the Medicine Bow Mountains. The next coal found is near Sulphur Springs stage station of the Overland Stage Co., on Muddy Creek, 14 miles west of the summit of Bridger's Pass.

After the line passes the summit ridge and on the line of the road, in Bitter Creek, coal again occurs. Mr. Reed says:

Coal is abundant on Bitter Creek, Ham's Fork, Sulphur Creek, Chalk Creek, Weber and Bear Rivers.

Indications of coal were seen on the Muddy, Yellow Creek, and in Echo Canon.

There are Petroleum springs in the valley of Sulphur Creek, and in Pioneer Canon, about three miles north of the place where the line crosses the divide between Bear River and Muddy.

Timber, west of the main ridge is found in many places. Although the localities for timber and coal are sometimes very distant from one another, yet, taken as a whole, there will be on the line sufficient supplies of wood and coal when the road is made. Then, the road can carry coal to particular depots, where it can be deposited in any quantity.

PASSES FOR RAILROADS.—At first a great deal was said about PASSES in the Rocky Mountains; but, on subsequent reflection and examination, the question becomes much less important than was supposed. Col. Benton well said, there was no use of engineering to discover the passes, for the buffalo had discovered and traced them long ago. This is true; but there is a great deal of use in engineering to discover what will happen when you get to the other side. The truth is, there is no difficulty in getting to the top of the Rocky Mountains, if that were the only difficulty. But, it is in the descent of the mountains on the west, where a railroad must go through one or more of the great canons, that the greatest problems of engineering occurs. It remains yet to be seen, whether the Pacific Road can be worked without stationary engines on the mountains, and without such vast trestle bridges, as will be very hazardous.

OF ALTITUDES.—It may be interesting to trace out the elevations of some of the passes; and the difficulties engineers have had to encounter. We take, therefore, some facts of engineering from the Reports of the Union Pacific Railroad.

CAMP WALBACH mentioned below, is near 500 miles west of Omaha, at the foot of the

Black Hills, and near the head of the main Platte Valley.

The distance from Camp Walbach to Green River is 269 69-100 miles.

Assuming the elevation of Camp Walbach to be 7,000 feet above tide, Mr. Evans reports the summit of the Black Hills, or "*Cheyenne Pass*," to be 8,656. The summit of the Medicine Bow Mountains, or "*Rattle Snake Pass*," to be 7,560. The divide of the continent, or "*Bridger's Pass*," to be 7,534, and Green River, at the termination of his line, 6,092 feet.

The grades upon this portion of the route may be brought within the maximum fixed by Congress, by tunnelling the Cheyenne Pass, and elongating the line about six miles for the purpose of developing the grades.

Mr. Case, in his report, gives some important information respecting the Passes through the Black Hill ranges, south of the Cheyenne Pass, some of which is obtained from actual surveys; and some from other sources which may be considered more or less reliable.

He estimates the Pass at the head of Boulder Creek to be 11,900 feet above tide. The Pass between the head of the North Fork of the South Platte and one of the heads of Snake River, an affluent of the *Blue*, to be 11,500 feet. The Pass between the head of Tarryall Creek and Indiana Gulch, also a tributary of the *Blue*, to be 11,432 feet. The Pass between the head of the *South Platte* and the *Blue River*, known as "*Hoosiers' Pass*," to be 11,500 feet. A survey was made through this Pass, from a point in the valley of the South Platte, about forty-eight miles easterly, to a point in the Valley of the *Blue*, about eighteen miles westerly of the summit, from which it appears that a tunnel two and a half miles in length will be required, in order to reach the summit with our maximum grade; and also that the line is very indirect, requiring a distance of 145 miles to make 76 miles of westing, between Denver and the mouth of the *Blue*.

There are an abundance of good timber and building stone along this route, but it is estimated that snow falls to a greater depth in the vicinity of Hoosier Pass than in any other part of Colorado. In the winter of 1861-2, the total fall was thirty-seven feet; and in one storm it fell to the depth of eleven feet, at *Georgia Gulch*, situated upon Swan River, one of the tributaries.

Eleven feet of snow at one fall! We fear that this snow business is to be the real obstacle and difficulty in the way of the Pacific Road. However, it is only encountered half the year; and probably will obstruct the road but a short time. The above paper, however, was *not* adopted, and we give the altitudes only, as examples of the topographical difficulties of the country. The route really adopted is through "*Evans' Pass*" of the Black Hills, and "*Badger's Pass*" of the Rocky Mountains.

GRADES.—We insert the following table of grades, from Green River to the Utah Border, as an example of the engineering difficulties of the Pacific Road.

ASCENDING.				DESCENDING.			
Miles.	Grade per Mile.	Total Asc. nt.		Miles.	Grade per Mile.	Total Descent.	
25.50	Level.						
34.20	0 to 20 ft.	431.20	25 62	0 to 20 ft.		349.51	
19.05	20 to 40 "	516.40	41.19	20 to 40 "		1232.05	
7.12	40 to 60 "	256.16	19.00	40 to 60 "		930.98	
8.50	60 to 80 "	623.78	9.43	60 to 80 "		659.95	
1.08	80 to 100 "	100.60	4.68	80 to 100 "		399.10	
7.76	100 to 125 "	847.60	9.9	100 to 116 "		167.55	
104.61		2280.14	109.81			4729.14	

In 104 miles, the road has to ascend and descend 7,000 feet, but this is a much easier section than the one immediately east of it. 116 feet is the grade of the Baltimore and Ohio Road for a considerable distance. It is in the great *canons* where most obstacles occur, and some of these must be passed. If we can get the surveys, we shall hereafter furnish some views of the engineering problems presented and solved, in the work of the Union Pacific.

The Railroad Interests of Cincinnati as Viewed Abroad.

It is undoubtedly true, says the *Mining Register*, that the tendency of railroad combinations developed and developing in Ohio and beyond, is calculated to awaken solicitude in Cincinnati, for the indications are that, whilst Cincinnati will always command consideration as a competing railroad centre, nevertheless the overshadowing consequence of Chicago and St. Louis will stimulate the Atlantic trunk lines to enter into combinations and alliances over continuous iron ways through and north of Columbus and Indianapolis, leaving Cincinnati to the south.

Pittsburg, having all rail and all river throughout the Mississippi valley, is becoming more and more important as a focus of internal trade; and Pittsburg, Chicago and St. Louis will dominate as western centres in the commercial movement between the interior and the seaboard.

It remains, however, for Cincinnati to increase its importance and assure its continued growth by an expansion of influence in a southern direction. More roads are needed between the Ohio valley and Southern seaports, say to Norfolk and Charleston. There are too few railroads between the West and the South; and as the West is the seat of empire, Cincinnati should bestir herself, lest she lose the opportunity which seems within her reach.

The anomalous position and inertia of Cincinnati is distinctly seen by disinterested lookers on. Even the remedy proposed to be applied may be done too late, in consequence of the lack of enterprise and sagacity of her citizens. We live in an age where we cannot stand still—we must either advance rapidly, or be content to see others do so.

Cincinnati should complete, own and control a trunk line South, connecting with both Knoxville and Nashville, thus intimately associating her with the South, South-west and South-east. For the accomplishment of this object many plans have been suggested—none carried out. We regard the failure as being due mainly to the fact that the movers in the matter either wanted to make too "big a thing" out of it, or they began at the wrong end. The first thing that should be done is the purchase of the Kentucky Central. This can be done (although not in the market seeking a purchaser) on such terms that it would not be a bad investment, and would require but a small amount of capital to carry it out; and should constitute the base of operations for the extension. Every citizen is interested directly in this enterprise, but

more especially every man who owns property, does business, or pays a tax. We would not advocate the city doing the job, but we do claim that the city can better afford to pay half the cost of its being done, and then relinquish its interest in the work, rather than not have it done at all. This last, however, would not be necessary; the city should retain its stock, and have as a corporation a fair representation in the board of directors—a right to be continued forever.

This is not all—the Norfolk connection should be fostered—a grand Union Depot should be built, and our direct lines to the West, especially those pointing to St. Louis, should be cared for, and as far as possible should be made real Cincinnati railroads—owned and controlled by our citizens and in the interests of the city. A third rail should be laid on the Ohio & Mississippi track, so as to accommodate narrow gauge cars in the transit of goods to and from the West, and make direct connections and running arrangements with the great Kansas Pacific Railroad, that will be equally advantageous and with as little delay and hinderance to through traffic as can be made by any of the routes or combinations that propose to ignore our locality and leave our city "out in the cold."

Judge J. W. SWEENEY, formerly general passenger agent for the Atlantic & Great Western Railway, has lately taken the New York agency for the Little Miami & Columbus & Xenia road, and for the Dayton & Michigan road. It would be a work of supererogation in us to say that whatever position may be occupied by Mr. SWEENEY it will be well filled.

We understand that the Atlantic & Great Western Railroad management have just completed an arrangement to run their combined sleeping and day coaches through to New York without change. This will be gratifying to travelers, especially to ladies who have to travel without escorts.

Receipts of the Western Union Railroad Company, for the week ending July 21:

	1867.	1866.	Inc.	Dec.
Freight....	\$8,811 26	\$17,571 53	.....	\$8,760 27
Passengers	3,176 44	2,783 02	393 42	.....
Express and Tel.	326 00	250 00	70 00	.....
Mail.....	375 00	379 91	.....	4 91

Totals.....\$12,662 70 \$20,884 46

Receipts from January 1, to July 21:

1866.....	\$416,607 84
1867.....	302,500 50

Decrease.....\$114,107 14

INDIANAPOLIS, CRAWFORDSVILLE & DANVILLE RAILROAD.—The Indianapolis Journal says that Col. S. C. Wilson has succeeded in letting the contract for the completion of the Indianapolis, Crawfordsville & Danville Railroad to the latter city in Illinois. The contract is let to wealthy and responsible railroad men of the East, and a survey of the route will be made in a few weeks, and work will commence in August or September.

Morris and Essex Railroad.

[From the Railroad Journal.]

The annual meeting of the stockholders of this company was held at Hoboken, N. J., on the 19th of June. The meeting was organized by the appointment of Hon. Jacob Vanatta as chairman, and the following gentlemen as Vice Presidents, viz.: Rev. H. W. Hunt, Hon. P. Smith, and H. G. Darcy, Esq. Mr. Wm. Vanderpool was appointed Secretary. The minutes of the last annual meeting were read and approved, after which the Secretary proceeded to read the Annual Report of the Directors to the stockholders of the past year, as follows:

The Board of Directors beg leave to report, that during the past year, the main track of the Phillipsburg Branch has been completed, and is now in use at the permanent grade throughout its entire length, with a sufficient amount of siding to carry on the present operations of the company. A good deal of progress has also been made in taking off the slopes at the various excavations, and reducing the excavations themselves and making embankment preparatory to a second track.

Substantial passenger and freight depot buildings have been constructed at Phillipsburg. The engine house has been enlarged so as to be able to accommodate fourteen engines at a time, and other needed terminal arrangements have also been made at that point.

The connection with the Lehigh Valley Railroad by their bridge at Phillipsburg has been completed, and it is expected that similar connections will be made with other Pennsylvania roads which may issue from the Lehigh Valley.

Passenger and freight buildings have also been erected at Stewartville, and the grading for an extensive siding at that place is nearly finished.

At Washington, a commodious passenger depot building has been erected at the intersection of the road with the Delaware, Lackawanna and Western Railroad, which is used in common by the two companies. The companies have also erected a freight depot in common, and a connecting road is being constructed at their joint expense, which will establish a complete connection with that railroad. The two roads, however, having different gauges, an additional rail will be necessary to enable the cars of the one to run on the track of the other. It is presumed that the necessities of the two companies will, not long hence, require this to be done.

On the old line of road between Hacketts town and Hoboken, many improvements have been made, or are still in progress—required by the anticipated and already commencing accession of traffic from coal, iron, iron ore and other business.

At Stanhope, a reduction is being made in the grade and curves of the road; and at Milburn, a similar improvement in the line is also being effected. The latter is almost ready for use.

The double track has been extended during the year from Roseville to Madison—a distance of sixteen miles. This improvement was imperatively demanded by the exigencies of the increasing business. A large amount of siding has also been added to other portions of the line.

At Chatham, a considerable tract of land has been procured for the purpose of arranging and dividing the coal trains, preparatory to the passage of the Summit, and the dis-

tribution of the coal to the various points of destination at Orange, Newark and Hoboken, or other places; and also as a depot for changing engines, and supplying them with fuel and water. This arrangement will facilitate the business of the company, and save a large outlay for depot and siding room, which it would otherwise have required at Newark and Hoboken, where land is much more expensive, and movements of engines and long trains are much more inconvenient and difficult.

At Hoboken, the coal trestles with the approaches thereto have been completed and are now in use, and appear to answer most satisfactorily the purposes intended. Persons of practical knowledge, competent to give an intelligent opinion, pronounce the facilities afforded at Hoboken, for the delivery and shipment of coal, equal if not superior to anything of the kind in the vicinity of New York. Ships of the largest capacity can be loaded by chutes with coal from the same car which receives it at the mine in Pennsylvania.

The freight pier has been extended to its full length into the Hudson River, furnishing most ample and convenient accommodations for the delivery of heavy freight. Very large additions have also been made to the siding and track room at the Hoboken terminus.

That part of the Denville and Bloomfield Branch Railroad between Denville and Boonton, a distance of 4.75 miles, is being constructed.

The grading is ready for the superstructure, the iron is on the ground, and the road will be opened for business during the summer. It will accommodate an important section of country, and must add considerably to the revenues of the company.

The equipment of the road has also been largely increased by the purchase of sixteen new locomotives, eleven of which have cylinders eighteen by twenty-four inches, one of less power, and four tank engines used as pushers. These engines are all constructed for the use of anthracite coal, which is the cheapest and most convenient fuel.

The equipment of the road has also been increased by the addition of 12 first class passenger cars, 2 mail and baggage cars, and 214 freight cars.

In addition to these permanent improvements, the repairs of the road and equipments have been maintained in such manner that the entire property of the company may be regarded as in first rate condition.

The outlay of capital, which has been rendered necessary by the very extensive improvements that have thus been made, has of course been large.

In pursuance of the suggestions contained in the last annual report, a second mortgage for three millions of dollars was executed on the eighteenth day of July last, providing for the security of the one million and a half of convertible bonds then issued, or of such of them as should not be converted into stock, and of such additional bonds thereafter to be issued as would make the whole amount, to be secured by the mortgage, three millions of dollars. This mortgage was executed to Jacob D. Vermilye and Dudley B. Fuller, as Trustees.

The first million and a half, which had been issued, at the date of the last annual report, and which were made convertible on or before the first day of August, 1868, according to the circular appended to the said report, have all been disposed of.

The other million and a half, convertible during the same period, have been prepared,

and are offered to the stockholders on the same terms as the first series. These can be procured upon application to the Treasurer of the company, within a reasonable time.

The company have yet on hand half a million of the first mortgage bonds, which, with a like amount under the second mortgage, the Directors desire to retain in the treasury to meet future wants of the company, and any contingencies that may hereafter arise.

It is believed that the disposal of one million of the existing securities in hand will pay off all floating debt, and finish up the works and improvements now in progress.

In addition to the resources supplied by the first and second mortgage bonds, the Directors have availed themselves of the current earnings of the company, instead of dividing them amongst the stockholders, and have issued stock dividends instead. This has greatly relieved the treasury, and enabled the directors to dispose of their securities to better advantage. By means of the arrangements thus detailed, the financial affairs of the company have been kept in an easy condition, free from any stringency or embarrassment.

A further supplement to the charter of the company was granted by the Legislature at its last session. By this supplement, the company is authorized to increase its capital stock to any amount, not exceeding in the whole ten millions of dollars. This supplement further authorizes the company to widen its road and change the line of the same, not departing at any point more than three miles from the present location; with liberty to retain or abandon the old line as may be deemed expedient. The act also removes all ambiguity with regard to the taxation to which the company is subject, confirming its original contract with the State to pay one-half of one per cent. on the cost of the road, in lieu of all other taxation.

These legislative provisions are equitable and just as well as valuable, both as regards the additional privileges granted, and as furnishing to the company security for the enjoyment of its previous franchises.

The entire line of the Morris and Essex Railroad, with its various branches and connections, constitutes a work of great magnitude and importance. It is clearly destined to be one of the great thoroughfares of communication between New York City and the West. It is also of vast importance to the internal improvements and local wealth of the State. To construct this great work and to stock it with the requisite equipment, has cost a large outlay of money. But the directors believe that they may confidently assert, that the money entrusted to their care has been judiciously and economically expended. The increase of prices in recent years, it is true, has much enhanced the amount. But even with this disadvantage, the cost of the work will be less than that of similar works which may be considered as competing for a portion of the business. Some of the stockholders may be disappointed, and perhaps feel disheartened, because the earnings have not kept full pace with the capital invested.

We beg leave to remind those who entertain these views, that it is really a new work which has been under construction, since the commencement of the Phillipsburg Branch; of a character entirely different from anything which was previously exhibited by the road of this company; requiring not only the construction of that branch, but almost an entire reconstruction of the old road, to adapt it to the new class of business, the transportation

of coal, iron, iron ores and other products, which it was intended to introduce. Double track became necessary where it would not have been requisite before, grades had to be reduced, sidings extended, extra equipment and new accommodations of every kind provided; wharves at the Hudson, exchange accommodations at Chatham, room everywhere. And this great work, it must be remembered, has hardly begun to be put into operation. It can not be expected, that the earnings should yet at all indicate the amount of traffic which the New Morris and Essex is to bear on its rails.

The Board feel no hesitation in expressing their confident belief, that the day is not distant when the stockholders will meet with adequate returns for the large investments which have been, and which are yet to be made.

A new work, especially one of such extensive character as this, requires time for development, and some degree of patience in those who are interested in its success. But, situated as this line is, between two such immense sources of traffic, as the metropolis of the Union at one terminus, and the outlet of vast productive regions at the other, and when to this is added its large and growing local traffic, a favorable result is sure to arrive.

When this road was a merely local one, terminating at Hackettstown, constructed for local purposes only, it represented a capital of about three millions of dollars, and regularly paid a fair interest on the capital so invested. But the extended arrangements that have had to be made, in order to make the line a great through line, as well as to provide for increased local traffic, has put the whole work on an entirely new footing, and has opened a new era to the operations and hopes of the company.

The receipts from passengers, freight, mails, rent, etc., during the year ending December 31, 1866, were \$1,020,077 84; and the expenses for repairs, maintenance of way, motive power and contingencies, \$715,208 12—leaving a balance of \$304,869 72. During the year two semi annual dividends were paid—one in cash, and one in cash and certificates of indebtedness, payable in stock or otherwise—amounting to \$245,000.

The equipment of the road, June 1, 1867, was as follows: 50 locomotives, 57 passenger, 2 baggage, 7 baggage and mail, 77 box freight, 16 stock, 149 platform, 38 gondola, 41 iron and ore, 11 caboose, 400 coal, 4 stock, 1 derrick, 1 wrecking, 1 locomotive truck, and 92 construction cars. Miles run by trains during the year 1866, 427,904. Number of passengers carried, 1,066,179, exclusive of commuters and those who ride free. The mileage of trains during the year ending May 31, 1867, was as follows: Passenger, 288,177; freight, 98,789; switching, 67,455; gravel, 34,337; coal, 90,126; construction, 5,380; fuel, 7,243—total, 591,507. Total cost per mile run, 39.46 cents.

The tonnage of freight during the first five months of 1867, (January to May inclusive,) was 155,712, against 48,498 tons during the corresponding period of the preceding year—an increase of 107,214 tons. The tonnage of coal during the first five months of 1867, was 71,589; of iron, 8,026; of iron ore, 14,938; of lumber, 5,405.

The receipts during the first five months of 1866 and 1867, were as follows:

	1866.	1867.
Passengers.....	\$193,051 94	\$217,366 56
Freight & sundries...	175,553 12	254,637 39
Totals.....	\$368,605 06	\$472,003 95

The total miles of track laid June 1, 1867, was 134.11—of which 84.09 was single track, 25.72 double track, and 24.30 turnouts and sidings.

Since June 1, 1866, there have been received 3,803 tons of iron rails, and 25 tons of steel rails. Of the iron rails, 1,573 tons were used for double track, and 1,705 tons for repairs and sidings, etc., leaving on hand for Boonton Branch and Main Line, 525 tons. The steel rails were used on Newark grade.

The following statement will show the financial condition of the company on the 1st day of January, 1867:

Capital stock.....	\$3,500,000 00
Funded debt.....	5,516,950 00
Floating debt.....	124,822 15
Certificates of indebtedness to stockholders for dividends payable in stock or otherwise,	120 405 24
Suspense account	50,000 00
Profit and loss.....	313,252 24
	\$9,625,429 64
Cost of road	\$6,973,931 10
Equipment	2,181,110 94
Other property, fuel, material on hand, &c.....	208,699 21
Cash and bills, and accounts receivable.....	261,688 39
	\$9,625,429 64

President.—Theodore F. Randolph.

Directors.—Beach Vanderpool, Robert Hamilton, Edwin A. Stevens, Asa Packer, Theodore F. Randolph, Edward H. Wright, Aaron Robertson, Joseph P. Bradley, J. Couper Lord, Charles A. Lighthipe, George Opdyke, William W. Shippen, and Francis S. Lathrop.

Treasurer.—William H. Connett.

Gen'l Superintendent.—A. P. Benthoud.

New York Central Railroad—The Athens Route.

The directors of the New York Central Railroad Company, at their late session, resolved to issue stock of the company to the holders of the stock of the Athens and Schenectady line, so as to absorb that line in the Central. This will add two millions to the capital stock of the Central Co.

The transaction was effected under an act passed by the last legislature of this State; which act is a literal transcript of the law passed in 1855, (chap. 303 of laws of that year,) under which the Buffalo and Niagara Railroad Company was incorporated into the Central.

It provides, in general terms, that a railroad corporation, the lessee of another railroad corporation, may issue new stock of its own in exchange for the stock of the leased road; and such transfer shall make the directors of the one road ex-officio directors of the other; and the whole property, direction and franchise shall pass with the transfer of stock.

The bill was introduced in order to serve the necessities of the Rensselaer and Saratoga Railroad Company, which sought to consolidate one of the leased branches. As first reported, the Central Company and the Erie, and one or two other roads were excluded by name from the benefits of the act; but the clause against the Central was stricken out before its passage.

We believe the Governor hesitated to sign it for a while, lest the Central should by the indirect effect of its provisions, raise its fare above the limited two cents per mile. The Cen-

tral will undoubtedly have a right to charge three cents a mile on the Athens branch, but not elsewhere on its route.

The State Line Railroad Company has taken advantage of the same act to effect a consolidation with the roads through Erie, Penn., and northern Ohio.

One effect of the consolidation of the Athens route will be to identify its late stockholders with the general interests of the Central. They can have no longer any special interests in the Cut-off. If that branch is found to be productive to the general revenues of the road they will preserve it; if not, they will cut it off. Commodore Vanderbilt, who is an owner in the Athens line to the extent of half a million of dollars, is reported to favor the taking up of the rails and the abandonment of the route.—*R. R. Jour.*

Indestructible Railway Sleepers.

Numerous attempts have been made to render the timber sleepers on railways more durable by enabling them to resist the destructive action of damp and moisture. Experience has shown, however, that the results produced have not been proportionate to the extra cost incurred. The average length of prepared sleepers has been found to be about five years, or, considering the additional cost, showing but a slight increase of longevity over the timber in its natural state. Some of our railway managers have accordingly decided upon abandoning the use of prepared sleepers on their lines. A process indurating timber has, however, been brought under our notice during the last week, which promises results of a most satisfactory character, and which is well deserving the attention of managers of our railways. The inventor of the process is Colonel Szerelmy, whose name is well known in connection with the preservation of portions of the stone of the new Houses of Parliament. The material employed possesses, we are informed, qualities in many respects identical with that which has so remarkable an effect upon the surfaces of stone. Applied to timber the preservative effects are very remarkable, as instanced in the specimens which were submitted to the inspection of a number of scientific gentlemen last week. They were treated by the process in 1851, and were shown in the exhibition of that year. Like many other germs of great inventions which were passed over unnoticed at that time, these prepared sleepers did not attract the attention which they deserved. Besides being but newly treated, the inventor, though perfectly convinced of the completeness of the induration which he had effected, could not appeal to that test of experience which is considered alone sufficient to satisfy the minds of practical men. When the sleepers were removed from the exhibition building they were buried in the ground, and, if not wholly forgotten, they have been, at least, undisturbed, until the recurrence of the exhibition at Paris has directed anew the attention of Colonel Szerelmy to the existence of those sleepers of sixteen years ago. The timbers were accordingly unearthed, and to the surprise of many, though certainly not of the inventor himself, the timber is as sound as on the day when it first came into his hand. The sleepers thus prepared are now on view at the Albion Works, Battersea, and managers of railways and other public works, who really desire to keep down working expenses, would do well to pay a visit to the place, and ascertain for themselves the value of this mode of treatment. We believe that

some astute Americans, who have profited by their visit to the Paris Exhibition, have within the last week purchased the rights of the inventor for the United States.—*London Railway News*, July 6.

The Speculative Season.

Wall street, like most other departments of business, has its seasons. Although, the year through, there is more or less speculation in stocks, yet there are certain seasons of special activity which recur with unerring certainty. We are now in the midst of the Summer speculation. The movement set in toward the close of June, and has since continued with much spirit; nor are there any symptoms of its having yet culminated. How far prices have advanced under the excitement, may be judged from the following comparison of quotations at the Stock Exchange, on June 1st and July 16th:—

	June 1st.	July 16.
Canton.....	42	48½
Cumberland Coal.....	29½	39½
Mariposa, preferred.....	17	23½
Quicksilver.....	25	34½
New York Central.....	99	105½
Erie.....	59½	72½
Erie, P., preferred.....	71½	76½
Hudson River.....	102½	110½
Reading.....	103½	104½
Michigan Central.....	109½	109½
Michigan Southern.....	69	80½
Illinois Central.....	117½	124½
Cleveland & Pittsburg....	75½	92½
North Western.....	34½	46½
North Western, preferred,	58½	70½
Cleveland & Toledo.....	112½	120½
Rhode Island.....	88½	98½
Fort Wayne.....	96½	102½
Ohio & Mississippi Central	25½	26½

It will thus be seen that, within a period of seven weeks, the prices of stocks have advanced on an average of 10 per cent. It will not be pretended that stocks were unreasonably low on the 1st of June, nor yet that since that date anything has occurred rendering them intrinsically more valuable. Yet this change in their market value has occurred, and even much higher prices are likely to be reached before the close of the season's speculation. A similar change in prices usually occurs at this period of the year, and again toward the close of the year. There is a cause for these movements which does not appear to be generally understood by those who are wont to be drawn into them. At the close of the Spring and Fall seasons, there is ordinarily an unusual amount of unemployed money; which is apt to remain idle until the opening of the succeeding season. This produces an ease in the money market favorable to stock operations. The idle money of the merchants remains in the banks, and is made available for the purposes of the brokers. The brokers, finding loans easier, commence among themselves an active exchange of stocks, under which prices advance. This, however, is principally a means to an end, the end being the attraction of outsiders into the market to take the stocks at high prices; and this is generally accomplished with certainty, for the public always acquire confidence when prices have been run up with a show of strength. Ultimately, a large portion of the stocks in the hands of dealers are in this way transferred to the outside speculators, when the season's speculation may be said to have reached its acme. A series of irregular operations, chiefly in the way of "cornering" then ensue; but the brokers, as a rule, are no

longer the parties to hold stocks at high prices.

Ultimately, the opening of regular business calls into active employment the mercantile funds which have been lying in the banks; money becomes less plenty; the rate of interest advances; brokers have to press their customers for margins; customers cannot respond and want the money they are using in speculation for other purposes; the consequence is that stocks have to be sold out; the preponderance of sellers over buyers forces down prices; the decline continues until brokers think low water mark has been touched, when they begin to take back again the stocks they had earlier sold out at high prices; and now the season's operations may be considered closed. The brokers, in the meantime, have realized a handsome profit, and they "salt down" the stocks for use in like manner in the succeeding season. What part the outside operators have played, and what is the pecuniary result in their case, needs no explanation. This is the process from season to season, and from year to year; and yet the public never seem to have come to understand the position in which they place themselves in entering upon Wall street speculations. It may appear strange that experience does not teach wisdom in this case; but it is no more singular than that the losses at the gambling table do not check gambling. There is always a large class with whom the apparent chances of making a fortune in a few days are more influential than sober calculation; and, to supply the place of those who are incapacitated for further speculations by their losses, there is always a new crop of simpletons springing up. There is doubtless a class of shrewd, well-informed men, with intimate alliances with brokers, who are steadily making money out of stock speculation; but these men are the exception. Yet their case is the main incentive to a host of uninitiated entering the arena, to come out utterly fleeced.

We have no disposition to give advice upon this matter, for we have a strong opinion that to those addicted to taking ventures, advice is useless; they will believe only after experience. Perhaps some who have made heavy losses in business during the Spring season may repair to the Stock Exchange in hope of repairing their losses; we should be glad could we persuade them that the probability is they may add to their misfortunes.—*Economist*.

Gold Ores of Canada.

Some interesting experiments in the reduction of gold ores by what is known as the "Wyckoff process," were made on Monday last at the works of Messrs. Wyckoff & Co., at Grienpoint, L. I. The peculiarities of this process consists in first reducing the ore to the utmost possible degree of fineness, and then treating it in connection with mercury, with salt water and steam. It is claimed that in this manner a more complete union of the gold with the mercury is obtained than can be done by any other known process. The samples experimented upon were taken from the celebrated Richardson mine, situated in the township of Medoc, Hastings County, Canada West. This mine attracted considerable attention at the time of its discovery last Fall, from the richness of the ore and the peculiarity of its formation. Since that time the title to the property has been in litigation, and the samples which were tried on Monday are the first that have been taken from it

since the decision of the Courts. About 160 pounds of earth, taken from the crevices of the rock were treated by the Wyckoff process, and yielded 18 ounces of gold of 23 carats fineness, valued at \$20 per ounce, which is equivalent to about \$6,500 per ton of earth. Two barrels of surface croppings of ochreous earth, considered at the mine as not worth working, yielded, under the Wyckoff process, at the rate of \$300 per ton. The formation in which this gold is found is traced over a tract of country about 80 miles in length by 50 in breadth. The experiments were witnessed by a number of scientific men and capitalists from various parts of the United States and Canada, all of whom expressed themselves equally astonished and pleased at the results obtained.

The above idea, we believe, is not entirely new; although in some of the manipulations as applied by the Messrs. Wyckoff & Co., it may be so. The trouble with most gold as well as other ores, is the intimate association of sulphur in various guises with the precious metal, whereby the natural affinity between it and the quicksilver is destroyed. The process of steaming in tubs, or vats, with the admixture of a certain amount of common salt desulphurizes the ore, and the particles of gold that would otherwise escape the attraction of the quicksilver are absorbed, and the yield of the precious metal increased.

The Insurance Business for 1866.

[From the Financial Chronicle.]

Proof sheets of the Report of the Superintendent of the Insurance Department of the State of New York for 1866, dated April 1st, 1867, have been sent us by the Superintendent the past week, and although the late date at which the report is presented to the public, like our State report on Railroads, takes away from it the value and interest which belong to new facts, it is still very interesting, not only as a part of the financial history of the past year, but also as affording useful lessons for the future. It is unfortunate that these State reports can not be issued at a period earlier than six months after the official statements of the companies contained in them are made. The information which is now published in July or August would be doubly valuable to all parties interested if published in January or February.

The year 1866, which witnessed the remarkable panic following the failure of Overend, Gurney & Co. in England, and the universal depression in business in the United States, was also a year of the severest losses insurance companies ever experienced. The Superintendent begins his report with the statement that no new joint stock fire insurance company was organized during the calendar year 1866. This is the only year since the passage of the general Insurance Act of 1849 (chap. 308) which has not witnessed the incorporation of at least one stock fire insurance company. This fact is a good indication of the unprofitable nature of the insurance business during that period.

From several tables, giving in detail the changes which took place in the companies of this State in the year, it appears that two companies were changed from mutual to stock companies; one casualty was changed to a fire company; five companies had their charter extended thirty years, pursuant to the

general act; two companies increased their capital (three others have increased since January, 1867); reorganizations have been made on the stockholders of seven companies to make up impaired capital, three of which were not responded to; five companies have reduced their capital since January 1, 1867; thirty-three companies showed an impairment of capital Dec. 31, 1866, varying from 81.74 per cent. to 0.21 per cent.; ten companies which showed an impaired capital Jan. 1, 1866, repaired their capitals during that year; seventy-one companies show capitals intact, with surpluses varying between \$271,387 and \$15, and six companies discontinued business, and are closing up their affairs.

The present standing of the companies of this State we give in the Insurance Department of the *Chronicle*, but the table following, compiled from the report, shows the operations of these companies for the seven years 1860-66 inclusive; fire business being separately stated:

MARINE AND INLAND BUSINESS.	Percentage of losses to pre-miums.		Percentage of losses to risks written.		Am't of risks written to premium.		Rate of premium.	
	Risks written.	Losses paid.	Risks written.	Losses paid.	\$1 loss.	\$1 loss.	\$1 loss.	\$1 loss.
1860.....	\$80,379,802	\$415,507	73.57	50.45	198.92	198.92	48.75	48.75
1861.....	80,351,602	497,073	74.61	61.86	161.65	161.65	48.75	48.75
1862.....	110,942,672	432,166	51.64	40.75	245.87	245.87	73.43	73.43
1863.....	175,942,397	539,727	70.35	47.73	200.52	200.52	56.95	56.95
1864.....	253,714,916	1,542,338	67.37	66.79	164.50	164.50	90.97	90.97
1865.....	378,584,107	2,020,454	76.05	74.40	134.41	134.41	97.74	97.74
1866.....	378,584,107	2,020,454	76.05	74.40	134.41	134.41	97.74	97.74
Agg. & av.	1,351,806,609	9,558,160	76.03	70.71	141.43	141.43	93.00	93.00

FIRE BUSINESS.

	Risks written.	Losses paid.	Percentage of losses to pre-miums.	Percentage of losses to risks written.	Am't of risks written to premium.	Rate of premium.
1860.....	\$1,640,551,504	\$6,710,419	53.33	34.10	903.95	65.02
1861.....	1,072,112,596	3,974,115	53.14	34.98	913.71	59.00
1862.....	1,910,721,130	6,468,955	54.87	35.21	944.05	57.38
1863.....	1,560,687,139	4,997,157	51.56	34.43	985.48	55.03
1864.....	2,310,666,111	3,310,915	57.27	34.00	965.88	56.88
1865.....	2,910,595,177	7,105,971	59.71	30.71	925.58	47.93
1866.....	2,753,493,107	12,046,703	70.65	47.93	919.82	75.49
Agg. & av.	\$12,444,820,864	\$79,890,319	61.32	39.95	951.05	64.50

made it for the pecuniary interest of the insured that a destructive fire should happen. Thus, with low or diminishing net premiums, the moral hazards have been woefully increased, and the sad results are now historic, in the years 1865 and 1866, two consecutive years of excessive and unprecedented loss.

To the extent that fire insurance relaxes the vigilant care and natural guardianship of the owner over his own property, and prevents the construction of fire proof buildings and the discovery of rapid means of extinguishing conflagrations, the political and social economist and statesmen cannot hesitate emphatically to denounce and condemn it. The natural guardian of property should never lose an interest in its preservation. No care of children can, as a general rule, equal parental care, and no watchman is so continuously vigilant as the owner. When property is fully insured and the premium paid, how can an underwriter reasonably expect that, with all the harassing cares and solitudes of modern business life, the owner will watch and guard and protect it against hazards, for the happening of which he has already paid a strong and wealthy corporation? When companies ask and expect this solicitude and surveillance on the part of a policy-holder fully insured, they violate the plainest axioms of business and common sense. This, when dealing with men of good principles and thorough honesty; and no mathematics can compute how much these hazards are increased when dealing with elements of fraud, chicanery and land piracy."

Could the plan of partial insurance be carried out without seriously impeding the movements of commerce, and frequently resulting in losses to parties who are both careful and honorable, we should be inclined immediately to advocate its adoption as the surest means of protection to insurers. But we do not think it could be; the result of such a rule would leave innocent parties, particularly agents who have made advances, or others having only a partial or temporary interest in property, without any adequate safeguard against losses. In default of any suggestion which seems to meet all the difficulties of the case more satisfactorily we must adhere to the opinions previously expressed in these columns, that the most effective, if not the only remedy that the case admits of is to be found in a thorough examination into the causes of all fires, and also in the non-payment of the amount insured until it is at least established that the loss is not of incendiary origin. A committee or board should be organized, the members to be chosen by all the companies, whose duty it should be to make the examination. If this were done the insurance business could be reduced to a proper basis, and no insurer would be called upon to pay for his neighbor's dishonesty or for his neighbor's greater risk. At present, no sooner does a company hear of a loss than it hurries to the insured with a check in hand to liquidate it, thus making a bid for future business. This is clearly wrong. Of course, no unnecessary impediment should be put in the way of prompt payment, but it is due alike to the company and its patrons that there should first be a proper investigation.

In conclusion Mr. Barnes says, and in this we believe all the most prudent writers will agree with him, that the remedy for weakness is increased strength; this must be reached either by means of new additional capital, or by a reserve of premiums paid for by the public but retained by the companies in some form as a Safety Fund, for the payment of

extraordinary losses and contingencies. Whether the ownership of this fund is vested in the policy-holders and represented by scrip, or in the stockholders and held as a "reserve fund," or in both and represented in any form, is of less consequence to the public than the practical initiation, on a broad and general basis, of some system of fortification besides capital, which is often strained beyond endurance, and besides the ordinary re-insurance reserve of fifty per cent. to pay losses, which last year have actually taken over seventy-seven per cent. of premiums.

THE PLATINUM GAS LIGHT PERFECTED.—Mr. John Scholl, of London, has lately brought out a cheap and useful article, which he calls a "Gas Light Perfecter," the placing of which over an ordinary fish tail or other gas burner increases the brilliancy of the light to an extraordinary extent. As adapted for fish-tail and bat's wing burners, the perfecter consists of a short brass tube or cap, which is split in order to enable it to grip the exterior of the burner when applied, and diametrically across one end of this tube there is secured a thin strip of platinum, placed edgewise. This cap is to be placed upon the burner so that the lower edge of the platinum strip may rest close upon the top of it, and, in the case of a fish-tail burner, exactly between the holes, so that it may be in the middle of the flame lengthwise. In the case of a bat-wing burner the strip should be parallel with, but not immediately over, the slit; and when an argand burner is used, the strip is made of an annular form, and provided with spring clips to fit the inside of the burner. The annular strip of platinum should be so adjusted as to conform to the series of holes, and be situated just sufficiently to one side thereof not to actually impede or obstruct the exit of the gas. From experiments we have made on an ordinary fish-tail burner consuming 2½ feet of gas per hour, and giving the light of 6 candles, we find that the addition of the perfecter to the same burner increases the light obtained to 9 candles. An important saving in gas is thus obtained, and in addition, the perfecter causes the whole of the gas to be consumed; hence all unpleasant smell and the whistling from unequal pressure is prevented. We have no hesitation in recommending the "Gas-Light Perfecter" to the notice of all gas consumers. —*Practical Mechanics' Journal*.

UTAH.—From the *Vedette*, May 28: In this vicinity a number of finely developed ledges have been discovered, and about a dozen tested. The average assay is \$125 per ton, silver; as much as \$26 gold is found. Work will be commenced on the North Star lode about the 15th of June. There is already erected one Scotch hearth, one stack furnace, one cupel furnace, a water wheel, fan and several dwelling-houses. It is the intention to erect four more stack furnaces, of three tons capacity each, and one cupel furnace in addition to the one already up. The ore yields 80 per cent. slack.

A specimen of copper ore taken from a ledge 12 miles north-east of Salt Lake, bears evidence of containing considerable silver in addition to copper. There are rumors of a discovery of good gold diggings 230 miles southeast of Salt Lake.

NASHVILLE & NORTH-WESTERN RAILROAD.—The railroad bridge at Johnsonville, across the Tennessee river, is finished, and only five miles of the track laying is now required to complete this road.

It appears from the above that the losses have increased to an alarming extent within the past two years. Indeed, without the figures the fact is too well known to the public. The remedy to be applied to save insurance companies from total annihilation has been discussed in these columns. Mr. Barnes evidently inclines to the plan of not insuring property to its full value as the surest safeguard against incendiary fires. His argument is forcible and is especially worthy of consideration from the fact that it is based upon the simplest principles of common sense, and not upon the assumption that a large proportion of insurers are scoundrels. He remarks as follows:

"In all insurance economics, the relations of underwriter and policyholder should be so contrived, that in no contingency could the latter gain by a loss on his policy; the pecuniary interest of the insured should never conflict with his duty to prevent, by all possible means, any loss under his policy.

In fire insurance, the downward tendencies of a declining market and the nervous apprehensions of an approaching financial crisis have, especially on mercantile risks, often

Petroleum as Fuel—Third Trial by the United States Steamer Palos—The Experiment Successful.

Special Dispatch to the New York Times.

Boston, Wednesday, July 3.

The third sea-trial of the United States steamer Palos, using crude petroleum as fuel instead of coal, took place to-day.

The vessel was fourteen inches deeper in the water than on the previous trials, and was in bad trim. The virtue of petroleum in this instance was demonstrated in a very striking manner. Making a long turn off Fort Independence the Palos passed the buoy and proceeded to Nahant, again making still better time, although the effect produced by the mingling of salt water with the fresh water in the boilers, as in all steam vessel boilers, tended to reduce the quantity of steam and speed during the third run. The invited guests on board, so well pleased were they with the result of the experiment, organized a meeting to give expression to their views on the subject of the use of petroleum as fuel. The meeting was called to order by ex-Mayor J. V. C. Smith, of Boston, and was organized by appointing Mr. Chas. W. Cartwright, Chairman, who made a few remarks, in which he extolled the success which had attended the experiment. The following resolutions, expressive of the sense of the meeting, were introduced and passed unanimously:

Resolved, That we have witnessed the great interest the third sea-trial of the United States steamer Palos, using crude petroleum instead of coal, and cheerfully bear witness that in our judgment, the apparatus is simple, practical, efficient and safe; that a run of between forty and fifty miles in the open sea, at a speed fifty per cent. greater than ever was made on this point with coal, and with a steady and uniform pressure of steam, demonstrates the practicability of using petroleum as fuel, and the incalculable value of Col. Foote's invention.

Resolved, That the commercial, manufacturing and mercantile interests of Massachusetts and the world, demand cheap freights with rapid transportation, and that the experiment we have to-day witnessed gives promise of great results to be obtained by this discovery.

Resolved, That the thanks of the commercial world are due to Col. H. R. Foote and his associates for the great discovery, which must soon produce a revolution in ocean steam navigation.

Resolved, That our thanks are due to the naval officers attached to the Palos for courtesies extended to us during the trip.

Speeches were made by Prof. Cook, Dr. Smith, Capt. Moore and others. Prof. Cook said the fact of burning petroleum and applying the heat as a generator of water in steamboat boilers had been fully established on the present occasion. The only question that now remained to be settled was its safety and economy, and that question was being settled by just such experiments as he had witnessed to-day. He had not the slightest doubt as to the feasibility and practical application of petroleum as a substitute for coal on ocean steamships.

Capt. Moore, one of the oldest officers in the navy, and who was present at Fulton's first trial of the application of steam to boats, said that the experiments now being made on the Palos were an earnest of the faith the Government had in petroleum.

The following is a condensed statement of the results of the trial: First run, 7 61-100

miles: time, 50 minutes; pounds of steam, 30; revolutions, 2,528. Second run, time, 55 minutes; pounds of steam, 32; revolutions, 2,785. Third run, time, 40 minutes; pounds of steam, 34; revolutions, 2,260. Fourth run, time, 50 minutes; pounds of steam, 32; revolutions, 2,799. The measured running time was thirty and a half nautical miles, which was accomplished in a total of three hours and fifteen minutes. The whole running time was four hours and ten minutes. Only two barrels of oil per hour were used in the trip. The Palos reached her wharf about 4:30 o'clock: all on board were highly gratified at the result of the day's work, and the trial was regarded as a great success. The next trial will be made next week, when the Lyden, a coal burner and a counterpart of the Palos, will make a trip. With new air-pumps in the Palos, remarkable results are expected on the next trial.

MONETARY AND COMMERCIAL.

The condition of the money market has not materially changed during the past week. The requirements of merchants are not large, and are freely met by the discount houses at the rates heretofore quoted, viz: 9@12 per cent. The volume of collections has been slightly increased, and currency is in a little better supply. A general feeling of cheerfulness pervades nearly all classes of business men, based on the certainty of good crops and the revival of business; although it is not anticipated that business will assume the characteristics of a violent flood, but will be more of a steady stream. Farmers must not be expected to rush to market with their products and then rush back to the stores to spend the results. They have learned wisdom from the past, and will continue to exercise economy; two or three years of prosperity will be required to get them habits of recklessness.

The Exchange market is not strong, although rates have not altered. The quotations are:

	Buying.	Selling.
New York	50 dis @par	par@50 p em.
Philadelphia.....	50 dis @par	par@50 prem.
Boston.....	50 dis @par	par@50 prem.
Gold.....	139 1/4	139 3/4
Silver.....	130 1/2 @ 132	133

The gold market for the week has been firm, with daily fluctuations as follows:

	Opening.	Highest.	Lowest.	Closing.
July 1 st	139 3/8	140	139 1/2	139 3/8
" 1 st	140	141	139 1/2	139 3/8
" 2 nd	139 3/8	139 3/8	139 1/2	139 3/8
" 3 rd	140	140	139 3/8	139 3/8
" 4 th	139 3/8	139 3/8	139 1/2	139 3/8
" 5 th	139 3/8	139 3/8	139 1/2	139 3/8

The New York stock market has been active, and prices have generally advanced. The *Tribune* says:

Government stocks are firm, and in good demand. The transactions, public and private, were very large. State stocks and Railway bonds are all strong and in demand. Bank shares firm, and offered in small amounts. The general share market is feverish, and in most cases higher. Within a few days several large blocks of stocks have been sold on account of "pools," which paid a large profit. The market has taken them readily, and advanced in the face of these

heavy sales by original operators for a rise, which in ordinary times would have produced a sharp reaction. The eagerness of banks to make call loans, and the readiness with which operators upon small margins use these dangerous facilities to overcome any tendency to reaction, and operators for an advance are still as confident of higher rates as when the market first commenced to rise. After the call prices were higher, Erie selling at 73, and New York Central at 110, with a large demand for the whole list. At the Second Board the market was excited and irregular, and after the call was a shade lower, but closed strong at quotations. The following are the closing prices: New York Central, 109 1/2 @ 110; Erie, 72 1/2 @ 73; Reading, 106 1/2 @ 106 3/4; Michigan Southern, 81 1/2 @ 82 1/4; Cleveland & Pittsburgh, 92 1/2 @ 92 3/4; Rock Island, 102 1/2 @ 102 3/4; North-Western, 47 @ 47 1/4; North-Western Preferred, 72 1/2 @ 72 3/4; Fort Wayne, 103 1/2 @ 104.

The *Tribune* further says that money is abundant on call at low rates, and borrowers of fair credit are readily supplied. The commercial paper no change. The payment of the compound notes is expected to give temporarily a still more abundant supply of money. The City Banks are so strong in "legal tenders" that they can with reasonable safety make an expansion on call loans until capital is needed to move the crops, and they seem disposed to take this course.

The survey of the Cedar Rapids & Burlington Railroad is nearly completed from the latter city to Wapello, in Louisa county. The *Hack Eye* states that the route will be at once located and the contract let.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

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Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 8 1/2 " " 35 " "	
3, 8 " " 11 " " 36 " "	
4, 8 " " 9 " " 35 " "	
5, 7 1/2 " " 6 1/2 " " 30 " "	
6, 10 " " 8 " " 40 " "	
7, 7 1/2 " " 8 " " 35 " "	

PHILIP S. JUSTICE, President

No. 14 N. Fifth St., Philadelphia.

ff St., New York

R. W. CARROLL & CO.

Wholesale and Retail

BOOKSELLERS AND STATIONERS,

No. 117 West Fourth Street,

CINCINNATI, O.

Keep always in stock a full assortment of

BOOKS & STATIONERY AT LOWEST PRICES.

BLANK BOOKS,

Of any desired pattern made to order promptly.

Particular attention paid to BLANK BOOKS and BLANK WORK for

RAILROADS,

BANKERS,

MERCHANTS,

INSURANCE COMPANIES,

MANUFACTURERS,

EXPRESS COMPANIES,

PUBLIC OFFICES, Etc., Etc.

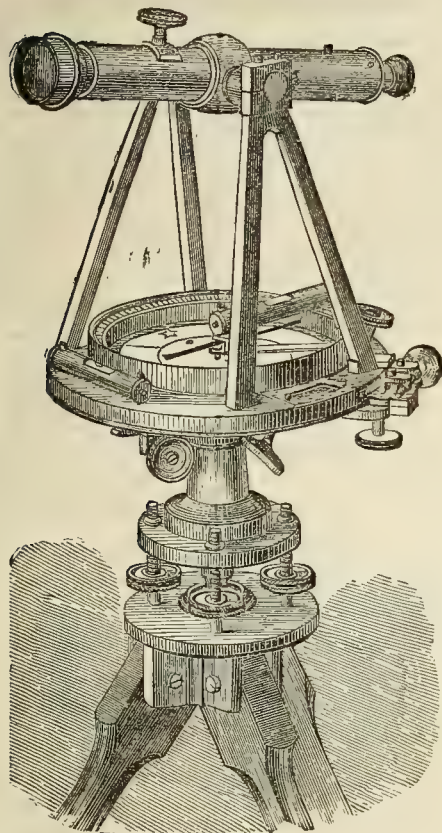
BINDING OF ALL KINDS NEATLY EXECUTED.

Those desiring FIRST CLASS BOOKS can have them done satisfactory at reasonable prices.

R. W. CARROLL & CO.

117 West Fourth Street, 2 doors east of Race.

**ENGINEER'S
TRANSITS, LEVELS,
Leveling Rods, Chains, etc.**



T. F. RANDOLPH & BRO.
Manufacturers
67 West Sixth St.
CINCINNATI, O.

Jan 24 '67, 3mp

JOHN BLAKELEY,
DEALER IN

WOOL & COTTON WASTE,

FOR RAILROAD & STEAMBOAT USE,
STEAM PACKING, ETC.
No. 233 Church Street,
CINCINNATI, O.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets $2\frac{3}{4}$ inches in width, and under. For Tickets over $2\frac{3}{4}$ inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	142	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.
167 Walnut St., Cincinnati, O.

WRIGHTSON & CO.,

Railroad Printers

167 Walnut Street,

CINCINNATI, O.

HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards.

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

Way Bills,

Blank Books

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Not out in first-class style, and at as low rates as an establishment in the country.

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H. & D. & M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H. & D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen'l. Agt. C. & I. C. R.R., Indianapolis
[Aug. 2, 1866]

THE

STEAM SYPHON PUMP

IS THE

Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP,
WITH THE

STEAM SYPHON WATER-STATION

ocomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circs and other information, address,

STEAM SYPHON COMPANY,
48 Dey Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

1867.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLIEN	11.40 "
Leave " "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave " "	9.00 "
Arrive CORY	10.53 "
Leave " "	10.58 "
Arrive JAMES TOWN	12.10 P. M.
Arrive SALAMANCA	1.15 "
" NEW YORK	7.40 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts, Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

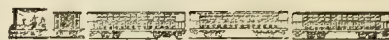
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers from the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12:10 p. m.

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 2:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Pittsburg at 10:40 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO

ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

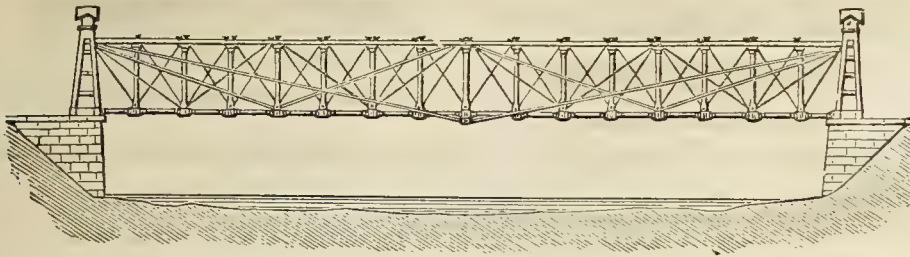
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation	5.15 P. M.	5.05 A. M.
Harrison Accommodation	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States; and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Cooper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

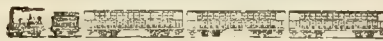
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent.
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
All Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg. Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

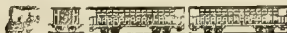
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis. Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis. Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front-street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

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Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

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Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
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Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.
Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 7.30 Washington at 4.15 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, { Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, AUGUST 1, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

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Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Night Express.....	5:00 P. M.	6:10 P. M.
LITTLE MIAMI.		
Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:50 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:30 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....		8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:50 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.		
Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

The Virginia, Covington & Cincinnati Railroad.

The newspapers state, and we believe and hope it to be true, that the Virginia Central & Covington R. R. Co. have got, by loan or subscription, \$5,000,000, to finish its road to the Ohio River. There is no railroad enterprise in the United States which involves such great interests (except the Pacific) as this, and certainly none in which Cincinnati is so much interested. We have spoken of it heretofore, as one of the lines to the South, of great advantage to this region of country. It will be interesting to look more fully over the ground, and the results which may be expected from it:

1. In the first place, as we have written upon repeatedly, Cincinnati needs imperatively a direct line of railroad from this place, (which is a great mart of internal products and trade), to a first rate port on the South Atlantic, both for a market for produce, and a port of shipment. South of New York there are but two great, first rate seaports, on the whole Southern coast. These are Norfolk and Charleston. It is true, Charleston is a port sufficient for all ordinary purposes of commerce, but is not equal to that of Norfolk. This fact has long been seen in Virginia, and since the introduction of railroads, it has been a leading object with Virginia Statesmen to establish a road from Norfolk through Central Virginia, across the mountains, down the Kanawha to the Ohio River. Before the war a large part of this road had been made; but the war arrested its progress. This is the work now to be completed. Let us see then how far the port of Norfolk concerns the want of Cincinnati. The following are the radial lines, that is, the straight lines from Cincinnati to each of the ports on the Atlantic side of the United States, viz:

Boston.....	750 miles.
New York.....	570 "
Philadelphia.....	500 "
Baltimore.....	430 "
Norfolk.....	500 "
Charles on.....	500 "
Mobile.....	640 "
New Orleans.....	720 "

In the above table it must be remembered, that Baltimore is at the head of Chesapeake Bay, while Norfolk is at the foot of it; so that in reality, Norfolk is a nearer port of the Atlantic than Baltimore. Norfolk is but 8 miles from Hampton Roads, while Baltimore is 200 miles from the same point; so that Baltimore being 196 miles further, makes it (430 miles added) from Cincinnati, via Baltimore, 626 miles to Hampton Roads, while via Norfolk is 508 miles, which is 118 miles nearer to the sea. Charleston is quite as far as Norfolk. We find then, that as a railroad port on the South Atlantic for Western produce, Norfolk offers more advantages than any other; and even if Charleston was fully equal to it, the adverse action of Kentucky towards all Cin-

cinnati interest renders the Virginia route most preferable. Richmond and Petersburg are nearly on a direct line from Cincinnati to Norfolk. Norfolk is one of the best harbors in the world, and by steam navigation, the nearest to Liverpool.

2. The connection of this road with Cincinnati will be as follows: It is possible the road may be carried from Covington on the mountains, down the Kanawha to its mouth; but it would be shorter, and probably better, to take it to the mouth of the Guyandotte. But whether it is the mouth of the Kanawha or the Guyandotte, from that point to Cincinnati, there must be a railroad direct to Cincinnati. It will probably be, even as a local road, one of the most profitable in the country. It ought to go from Cincinnati through Newtown, (Hamilton County,) Batavia, Georgetown, and West Union, (all county seats,) to Portsmouth, thence to the mouth of the Guyandotte or Kanawha, the terminus of the Virginia road. It is very probable this road would be profitable as a local road. It would take all the trade of Portsmouth and Ironton which could be carried by railroad, and all the good business of Clermont, Brown and Adams Counties. At Ironton the largest part of the iron trade concentrates, and at Portsmouth a large share of the Scioto trade. If we take this in connection with the Virginia road, we shall find, without any elaborate statistics, that a railroad from Cincinnati, direct to a connection with the Virginia road from Covington, must be profitable to a degree probably exceeding most roads in the country.

3. How much of this road is done, and how much requires to be done? From Norfolk, two railroads are made to Petersburg and Lynchburg. From Petersburg and Richmond the Virginia Central Railroad is made to Covington, Alleghany County, on the low waters of James River, in the valley of Virginia. From that point we understand much work has been done on the tributaries of Greenbrier and Kanawha River, but no part of that line is finished. There is no doubt, however, that \$5,000,000, which we understand has been obtained, will be sufficient to complete it. The importance of this work can hardly be overrated, and we believe that no sooner will it approach the Ohio, than means will immediately be found to complete the line from the Kanawha or Guyandotte, to Cincinnati. Even while we write, we find a paragraph in the Gazette, copied from a Louisville paper, saying that there is a project to make a railroad south east from Louisville, through Kentucky and Virginia, to connect with Norfolk, Va.; and that said road would make Louisville one of the greatest cities in the country. Although this is extravagant, yet it is true, that a road made from any city in the valley must have vast results. To understand this, let the reader just look at the immense results of the travel lines of railroad west from the Atlantic ports. There are four great trunk line

railroads from the Atlantic ports to the West: the New York Central, the Erie, the Pennsylvania and the Baltimore. The Pennsylvania railroad receives about \$15,000,000 per annum, the Central and Erie about \$12,000,000 each, and the Baltimore about \$10,000,000. Altogether the aggregate receipts of the East and West trunk lines come to near *fifty millions of dollars per annum*! The amount of western products carried forward seem almost incalculable. Now observe two facts: 1st, that most of these products are as marketable in Southern ports as northern. 2d, That the greatest staple product in the country, indian corn, is raised more largely in the valley of Ohio than in any other part of the world. To these facts may be added another: that these products are just as well and directly shipped to Europe from Norfolk or Charleston, as they can be from New York. Now, taking these facts into consideration, we believe that one great trunk line of road from Cincinnati to Norfolk would probably be more profitable than any one line yet made in this country.

Believing this, we urge this project to the observation of railroad men, of capitalists, and especially to the City of Cincinnati.

Lower California.

The drift of events clearly point to their ultimate solution. Lower California with its rich deposits of the precious metals, its charming climate, and extensive fisheries, will before long assume its relative natural relations, and become a part of our territory. The following is the entering wedge. This grant was originally made to Jacob P. Leese and others prior to the Maximilian complication, and was negotiated in New York by Colonel CHAS. D. POSTON. The company embraces among its members some of the wealthiest, most enterprising and speculative men in New York. In reference to it, the *Tribune* says:

The Lower California Company has placed one-half its stock in market at \$15 per share, payable in installments prior to Aug. 10, 1868. The Company has a grant of lands of 46,800 square miles, and very valuable franchises. Its promoters are parties of influence, with the following organization: Wm. G. Fargo, President; Hon. John A. Logan, Vice-President; Wm. R. Travers, Treasurer, and George Wilkes, Secretary. Directors: C. K. Garrison, August Belmont, Leonard W. Jerome, Gen. B. F. Butler, Wm. R. Travers, George Wilkes, Wm. G. Fargo, David Crawford, Hon. John A. Griswold, Gen. John A. Logan, and Richard Schell. Gen. Logan has been chosen by the Board to be the "Governor of the Company, and Superintendent of Colonization," which election, and his acceptance of the same, completed the organization of the Company.

The track on the St. Paul & Pacific railroad is laid, and the road is in running order out 5 miles from Minneapolis. The work will hereafter progress at the rate of half a mile per day.

The Future of Railroads.

In illustration of the remarks we ventured to offer a few days ago, relative to the remunerative dividends made by railroads formerly neglected, and in low credit, one of the leading banking firms of this city has, at our request, compiled from official statements a table of the aggregates of the dividends made during several years past by the following roads:

	Aggregate dividends, per cent.	Average per annum.
Chicago & Alton, Feb., 1864, to March, 1867.....	36½	12-17
Cleveland & Toledo, April 1863 to April, 1867.....	55	14-75
Michigan Central, Jan., 1863 to July, 1867.....	65	19-57
*Pennsylvania Central, May, 1863 to May, 1867.....	76	19 00
†Philadelphia & Reading, Feb., 1863 to Dec., 1866,	49	12½
‡Hudson River, Feb., 1863 to April, 1867.....	97	24½
New York & New Haven, Feb., 1863 to July, 1867...	43	9-55
Illinois Central, Feb., 1863, to July, 1867.....	42	10½

*Of this aggregate dividend 41 per cent. was in cash and 35 per cent. in stock, giving an annual average of 10½ in cash and 8½ in stock.

†In cash and stock, proportion not stated.

‡The aggregate dividends consists of 47 per cent. in cash and 50 per cent. in stock; the annual average being 11½ per cent in cash and 12½ per cent. in stock.

The foregoing statements, as we are assured, have been compiled and corrected from the official reports, and we exclude several other roads from the list because of the absence of this official comparison. Among these is the Burlington & Quincy Railway, whose financial reports offer results which, in some respects, appear superior to almost any of those we have detailed.

The chief value of these figures is in the light they throw on the general fact that many roads, formerly mismanaged because nobody owned them except speculators who made the shares the footballs of Wall street, have proved capable of being extremely productive when managed by the owners, the interests of the stockholders and of the public being made paramount to the interests of stock gamblers, speculative directors and indeed to all other private interests whatsoever.

How far the same principles are capable of being applied to Erie, North-western, Michigan Southern, Pittsburg, and other non-dividend paying stocks, there is and will be a diversity of opinion. What is certain is, that eminent capitalists, whose wealth and previous success entitles them to a respectful hearing, declare positively, with regard to some at least of the non-dividend paying roads we have mentioned, that the vivifying process is practicable, and at no very remote day may probably be realized.

An important part of the reasoning they use is this: that surplus earnings spent for years on any road, instead of being divided, add so much to the capital; which, like all such capital, is growing yearly more valuable; and that where these additions to the value of the property of the company have not been represented by the issue of new stock, the old stock has acquired an increase in intrinsic value, which increase will sooner or later make itself felt in the price the stock will command in the market.

The argument in short is this, a company whose franchise and real estate is represented by five millions of stock, spends in five years one million of surplus earnings in the purchase of necessary real estate. The capital stock still remains at five millions, property costing one million has been bought, and will be worth now say from one to one and a half millions. Hence the property of the company being augmented, the capital stock representing the property is worth more than before such augmentation was consummated.

To this statement the obvious reply is, that if stock dividends and extra dividends never represented anything but the net augmentation of value which has been realized, and is actually possessed, the chief objections and popular prejudices with which such dividends are assailed would vanish, if at least such stock dividends were made fairly, equitably, with publicity, and with a due regard to the claims of all the parties in interest.—N. Y. Post.

NEW YORK CENTRAL.—At a meeting of the Directors of the New York Central Railroad Company, held at the office of the Company, in the City of Albany, on the 25th day of July, 1867, the following resolution was unanimously adopted, and directed to be published, and a copy to be sent to Mr. Keep:

Whereas, Mr. Henry Keep has resigned the Presidency of this Company, as foreshadowed in his address made at the election in December, it was

Resolved, That while we regret the withdrawal of Mr. Keep from the administration in chief of the affairs of this corporation, we join in bearing testimony to the valuable services rendered by him while its President, and are gratified that we still retain the benefit of his financial skill and practical knowledge of railroad management as an associate in the Board of Directors.

OHIO & MISSISSIPPI.—Vacancies having occurred in the Board of Trustees of the creditors and stockholders of the Ohio & Mississippi Railroad Company, by the death of Samuel W. Comstock, and the resignation of Edward Learned, William A. Booth, and David Leavitt, Messrs. Wm. H. Aspinwall, Wm. Whitewright, jr., Samuel U. F. Odell, of New York City, and Wm. D. Griswold, of Indiana, have been elected to fill the vacancies.

A GEOLOGICAL SURVEY OF SOUTHERN NEVADA.—Prof. Gabb, who has recently returned from a geological reconnaissance of Lower California, started on Thursday last, at the head of a party of five or six persons, to make a similar survey of south and southwestern Nevada, including the Pahranaagat district. This portion of the State of Nevada is almost a *terra incognita*, and yet there is very good reason to believe that it contains much mineral wealth. It would be difficult to select a more suitable person to head such a party; and we have the utmost confidence that a large amount of valuable, practical information will be collected by Mr. Gabb and his party. We shall await with much interest any public report which he may make of his researches in that interesting portion of our neighboring state.—San Francisco Press, June 22.

Extensive deposits of coal have been discovered on the line of the Union Pacific railroad, Kansas branch, 170 miles from Pond creek on the route to Albuquerque.

Rail and Water Transportation.

The *Times* of this morning exhibits strong symptoms of financial hydrophobia. It says:

In view of the frequent breakages on the Canal, it is not improbable that with the improvements now going on in the practical management of such roads as the Pennsylvania Central, Hudson, and Harlem, and some of the Lake Shore roads, that the bulk of the grain transportation will soon be transferred—as the flour trade has already been diverted—from Lake Erie, the Erie Canal, and the Hudson River boats, to *all rail* from the West, and that the heaviest class of merchandise will be delivered to the West in the same way. Water transportation of every kind is rapidly losing its influence in our trade with the interior, on the score of cheapness. With the control of a continuous line from New York to Chicago and the complete disenthralment of the New York Central from the old jobbery of lake propellers, Hudson River tow boats, and the "People's" line of steamboats, we shall perhaps soon know how and to what increased profit to the railway system, as well as promptness to the public, this revolution can be carried out. The subject is one which the State Convention, now in session for revising the Constitution, would do well to study before authorizing further enormous appropriations to the Canals. We believe that *their* day has gone by. They have accomplished their work, and a great work it was, and can now afford to be relieved by the superior system of transportation unknown to the country when De Witt Clinton projected the Erie Canal, but now dominating in our internal trade, and soon destined to monopolize it.

A more absurd statement in regard to the relative cost of rail and water transportation cannot be imagined than this, which is in exact opposition to the experience of railway managers since railroads have been in use. The New York Central has always found that portion of its freight, which passes soonest from it to the Hudson River and Lake Erie the most profitable, and without its water connections would today be unable to move through freights at current prices, except at an enormous loss. What the *Times* calls "practical management" by the Hudson River road is to pay that route one-third of the freight money of "all rail" goods from Buffalo to New York, and a further sum of two-thirds of the expenses of delivering goods from Thirtieth-st. What it calls "disenthralment from the water routes," is to pay the water routes at Albany 1-6 of the freight money, and get their back charges paid to that point. The same advantage is possessed by water routes against rails throughout the United States. Whether inland or coastwise, freights are considered, and whoever ignores the fact shows entire ignorance of the subject of transportation. As the canals are now corruptly managed, they make it impossible for railways to move farm produce at a profit. If after the Trunk lines are consolidated, as our neighbor hopes, and placed under the control of "Christian gentlemen," who will give the net earnings to the stockholders, the advantages by the canal can be no loss, for the people, noticing the enlarged profits of the roads under the new regime, will call from the pulpit its brightest ornaments and place them in charge of the canals, when the water will again find its superior level. It is notorious that water has long since been abandoned as a beverage, in stock circles, but it must be used for navigation profitably, until

the Atlantic is spanned by a railroad to connect San Francisco with London, when California flour will be placed at the consumer's door at old prices for "best Genesee by Canal" at \$6 per bbl, if the *Times* is right as to the advantages of rails over obsolete water routes.—*Tribune*.

BALTIMORE & POTOMAC RAILROAD—A NEW ROUTE—The *Washington Star* of Friday, July 19, says:

There has been lately a change made in the route heretofore surveyed for the Baltimore & Potomac Railroad, which is more of an air-line and is located in some places four miles west of the old route, and the distance by it to Baltimore will be about 36 miles. It runs along the bank of Stony Creek—a branch flowing into the Potapsc—running about three miles east of Elkridge landing, thence down the stream on which Pumphrey's Mill is situated crossing the Annapolis Railroad between Sappington's and Phelps' instead of near Millersville, passing near Conway's store, and along Collington branch to within a mile of that place, thence to the headwaters of Beaver Dam creek, passing down that creek and approaching the city on the east side of the Eastern Branch. It is said that the depot will be established on H Street, near Delaware avenue, but this is not certain. It is almost certain, however, that a site for a station has been selected between this city and Bladensburg.

NEW YORK CENTRAL—ITS NEW PRESIDENT.—From the pressure of other business, says the *Commercial Advertiser* Mr. Henry Keep, one of the ablest and most successful railroad men in Wall Street, resigned yesterday the Presidency of the New York Central Railroad, and is succeeded by Gen. H. H. Baxter, whose eminent qualifications for the office are well known. The telegraphic advices from Albany late in the afternoon, were to the effect that the regular half yearly dividend of 3 per cent. had been declared, and that Mr. Richard M. Blatchford (of the old direction) had been elected to fill the vacancy occasioned by the resignation of Mr. Keep. Mr. Blatchford was the Vice President under the administration of the late Dean Richmond, and left the direction, in common with other friends of Mr. Vanderbilt, last December.

LEHIGH & SUSQUEHANNA RAILROAD.—On Monday last trains commenced running regularly over the Lehigh & Susquehanna Railroad, from Mauch Chunk to Providence. The hours at Wilkes-Barre are as follows: Trains northward leave at 3.56 and 9.00 P. M.; southward 7.30 A. M. and 1.00 P. M. There is also a freight and accommodation train which leaves Mauch Chunk at 6.45 A. M. and returning leaves Wilkes-Barre at 1.45 P. M. The latter train runs no further up the road than this place.—*Luzerne Union*, July 17.

A NEW RAILROAD TO THE SEABOARD PROJECTED.—The Louisville Courier says: We learn that a proposition is entertained among the merchants and citizens generally to encourage the enterprise of constructing a railroad from this city through Taylorsville, Danville and due east across Southern Virginia, to make a direct seaboard terminus at Norfolk. This, if accomplished, would make Louisville the great city of the West.

Arrangements have been nearly completed for establishing extensive machine shops in Mansfield, Ohio.

Covington & Cincinnati Bridge.

STRENGTH AND STABILITY.

The successful construction of this great work, and the influence it will have on other similar structures to be hereafter erected, entitles its merits to a free and full discussion; and as the eminent engineer, Mr. JOHN A. ROEBLING, (who superintended the entire work), in his report to the Bridge Company, very ably takes one side of the question, attacks old theories, and advances new ones, in direct opposition to what was supposed to be "admitted facts," we give his article entire:

The present age is emphatically an age of usefulness. The useful goes before the ornamental. At the time when Grecian culture was shaping the human mind, the reverse was the accepted rule; first the ornamental, then the useful. It is evident that the general interests of mankind are more promoted by the present than it was by the ancient maxim. No matter what may be charged against the material tendencies of the present age, it is through material advancements alone that a higher spiritual culture of the masses can be attained. The rich gifts of nature must first be rendered subservient to man before he can hope to comprehend her true spirit. In this sense the advancement of the sciences and various arts of life may well be hailed as the harbingers of good; its laborers are our friends, not our enemies. The works of industry will be sown broadcast over the surface of the earth, and want will disappear.

Among the various branches of modern industry, perhaps none has produced riper and better fruits than the art of making and improving iron and steel. By the agency of steam, through the instrumentality of iron and steel, the physical powers of man have already been multiplied. And yet the great field has only been commenced to be broken; vast tracts remain yet untouched.

Before the manufacture of iron had attained to a high degree of perfection, no such work as the Ohio Bridge could be erected. Stone and timber being the only materials at the service of the engineer, his efforts at crossing rivers were limited to small spans. This scope was considerably enlarged by the employment of wrought and cast iron. The erection of cast iron arches of 100 feet span and over, at the beginning of this century, was a great triumph in civil engineering. Telford's successful accomplishment of the old Menai suspension bridge, however, was the great feat of those days. But by the modern railway traffic greater strength and stability were demanded, and Telford's great achievement was then mistakenly left unappreciated and greatly undervalued. When this same famous strait was to be crossed by the railway, something original and new had to be substituted. To the genius of the late Robert Stephenson we owe the tubular bridge, while it was reserved for the ingenuity of Brunel, jun., to illustrate an apparent perfection by the construction of the Saltash bridge. But all these have now ceased to serve as models; they have yielded to better systems, as exemplified by the various combinations of the triangular truss and by the lattice bridge, of which so many fine specimens have of late years been erected in Europe.

Add weight of structure.....1,300 "
 Total.....1,411 "
 Tension resulting is
 $1,411 \times 1,565 = 2,208$ tons.

The ratio of this tension to the supporting strength is as $2,268 \div 16,000 = 1 \div 7.246$. We therefore have about eight times the strength for the support of the permanent weight, seven times for ordinary loads, and six times for maximum loads.

One of the great causes of destruction to which frail structures are exposed on this continent are hurricanes. Ordinary heavy gales, which are almost of daily occurrence in the Ohio valley, need not be considered here, because they do not affect our bridge, neither horizontally nor vertically. But let us suppose a severe hurricane moving directly east and west, or at right angles to the line of the bridge, exerting a uniformly uplifting power of 50 lb per square foot upon the whole lower surface of the floor. Now assuming further, that 1,000 feet of the length of the floor are thus uplifted at once, there would be a surface exposed equal to 36,000 square feet, and the uplifting force would be

$36,000 \times 50 = 1,800,000$ lb or.....900 tons.
 Now the resistance opposed to this force is the weight of the floor.....1,300 tons.
 Weight of cables in center.....100 "
 Resistance of anchors in towers... 500 "

Total resistance.....1,900 "

The strength of the floor is such that no breaking up in part can take place, either the whole of it will go or remain intact. It is plain that the simple weight of the structure itself will be ample to resist such a power. Nor can any considerable horizontal deflection take place because the *cradle power* of the cables is too great, and ample means have also been applied in the floor itself to maintain its integrity and position. It is true, that hurricanes will occasionally blow with a greater force than has been assumed above. But if ever such a calamity should overtake the bridge, I apprehend that but few structures in the adjoining cities would be left intact. It is highly improbable that the full force of a hurricane should ever be directed against the whole length of the floor, but if this should happen, even then the power of resistance will be equal to the shock.

To further guard against the injurious oscillations which might be produced by the blow of a hurricane, eight heavy counter or check stays are anchored to the towers below the level of the lower cornice, and run up to the cables. Their sole office is to counteract any undulations which might be imparted to the cables by a severe blow. In ordinary conditions their services are not required.

For the information of those who have little or no experience in the practical working of suspension bridges, I will remark here that they must divest themselves of the idea generally taught in text-books, that the efficiency of a suspension bridge depends upon the maintenance of its equilibrium. This is a mistake. No such equilibrium need be maintained. In all systems which are subject to variable loads and to the kneading action of passing weights, a compromise must be made. A small item is to be sacrificed, while a much larger and more important one is to be secured.

One great and most important advantage of the suspension system is its *flexibility*, whether for railway or for common travel. This of course appears like a paradox, be-

cause just the opposite is taken for granted. I have never before distinctly expressed myself on this subject, but it is due to my profession that I should do so now. And for the information of young novices, I will further remark, that hereafter, whenever large spans for railway traffic are to be constructed, this view will be maintained as one of the cardinal doctrines in bridge engineering. I also take it for granted that the time is approaching when suspension railway bridges will be considered the only structures applicable for spans exceeding 250 feet.

Ever since the 18th of March, 1855, from 30 to 40 trains have passed daily over the Niagara bridge. With the exception of the renewal of the timber girders, and some other wooden parts, which showed signs of decay, no part of the suspended system has ever been disturbed. The work this day is just as strong as it was on the day when the first train of cars passed over. Are twelve years more wanted to demonstrate satisfactorily the perfect (not partial) practicability of suspension railway bridges? The Niagara Bridge Company contemplates the substitution of iron for timber in the superstructure. When this is done, where is the railway bridge in this country or in Europe, which in point of economy and strength, will favorably compare with the Niagara bridge? That work does not now exist. If a rival test was to be instituted between the Niagara, the Britannia and the Cologne bridge, to ascertain their relative efficiency in the support of heavy trains at high speeds, I should unhesitatingly expect the Niagara bridge (because of its elasticity and flexibility) to support this test without sustaining the least injury, while the tubular bridge would feel the effects of a series of rapid concussions more severely than the lattice work at Cologne, and the latter would feel it more sensibly than the Niagara bridge. It is surprising how long preconceived notions will occupy the minds of professional men because, forsooth, high professional and popular names have dictated so and so. But facts will persist in telling their own tales. The Niagara as well as the Alleghany and Ohio bridges will remain standing proofs of the new doctrines I am here for the first time laying down—perhaps for the benefit of those professional men only, who are to come *hereafter*.

Addressing, therefore, the next generation of engineers, and not the present, I will further say, that the flexible suspended truss will be considered by competent men the only system admissible for large spans. Trusses exceeding 250 feet, designed without the suspension feature, will then be condemned as professional blunders, and as an unjustifiable waste of material. This will be equally true for single spans as well as for a series of spans. Neither tube nor lattice will be known in large spans to the engineer of the future. In the place of these, strong upper cords will support the tension of wire cables, suspended on each side of triangular trusses, whose proportions are calculated less for strength than for stiffness. Horizontal stability will be insured by an efficient bracing of the upper and lower floor, and this will be so much easier accomplished since no buckling or lateral deflection can take place in the absence of powerfully compressive members.

When a train enters upon the Niagara bridge, the stays at that end are comparatively more taxed than the cables. As the load proceeds, the cables are more taxed than the stays, and the reverse process goes on through the other half of the span. Every

train produces a slight advancing wave not perceptible to the eye. Owing to its flexibility, this waving action may be repeated *ad infinitum*, without any injury to the structure. Without the stays this flexibility would be too great. Owing to the far reaching effect of the stays, in conjunction with the stiffness of the trusses and girders, and also the stiffness of the cables, the deflection caused by passing loads is reduced to such an extent that the natural elasticity of the materials composing the floor is ample to meet it, no matter how often this action may be repeated. To attempt a degree of rigidity equal to that of a tube would be a step in the wrong direction; it would be a positive injury. The structure would suffer more from its unyielding stiffness than it now does from its flexibility, because of the forcible contraction and expansion in consequence of variations of temperature, and because of its exposure to severe gales and hurricanes, it might be bent and twisted without being able to recover.

Tubular as well as lattice and other iron truss bridges are subject to short concussions and vibrations, caused by the passage of trains and other loads. No such action can be noticed, neither in the Niagara bridge, nor in the Alleghany or Ohio bridge. By the elastic nature of the cables, stays, trusses and girders, concussions are rendered harmless; they cannot affect locally, neither can they be translated or transmitted through the whole work.

All matter is subject to vibration, consequently this phenomenon will be observed more or less in all engineering works. Whether a stone arch or an iron arch is erected, it is subject to vibration. The vibratory effect of a railway train moving rapidly over solid ground, may be felt at a distance of one mile. The action of a large forge hammer I have frequently felt distinctly across a wide river. If a bell is struck, intense vibrations are produced, and their successive waves are transmitted through the medium of the air miles away. Intense as these vibrations may be, if the mass of the bell is large, its body as a whole, in a suspended position, may remain perfectly at rest. The sound produced is the result of molecular movement, not visible to the eye. Iron railway bridges, when traversed by ponderous trains, are subject to the same kind of vibration. And the intensity of these vibrations will also be in proportion to the massiveness of the structure. A tubular bridge will be subject to greater vibrations than a lattice, and a lattice more than a suspended girder or truss. The more divided and broken this mass is, the less intense will be its vibration. Suppose an elastic substance, cloth, felt or india rubber was laid between the joints of a lattice bridge, this would effectually break vibrations, and save the structure. Of course such intervening substances would weaken the structure mechanically, and they are therefore inadmissible, but I mention this simply by way of illustration.

A single wire suspended between two posts, will transmit vibrations readily and distinctly. So will a number of wires suspended alongside of each other in parallel positions, without touching each other. Each wire, when struck, will readily repeat its successive waves, visible to the eye. Now while these oscillations are going on repeating themselves, throw a string around the wires in the center of the curve, and collect them into one bundle, and notice how much this will interfere with the transmission of waves. The more these ties are multiplied, the more will

the effects of the vibrations be destroyed, *because the solidity of the wires is interrupted.* Now this simple experiment illustrates exactly the effects of vibrations upon a wire cable or wire rope. Vibrations which will readily repeat and transmit themselves in a single solid wire or rod, will lose their force in a *bundle* of wires or rods. While the reverberatory effects of the concussions of a train moving through a solid tube are not only deafening to the ear, but destructive to the metal, they are neutralized and rendered harmless on the Niagara bridge. The reverberatory effects of a train moving at the rate of 10 miles an hour over that bridge are as little observed as those resulting from the ordinary speed of 5 miles per hour.

The above facts are so simple and so readily comprehended, when they are presented to the professional mind *aside* from the "suspension" question, that a ready assent will be yielded. But they appear to assume a different color when mixed up with "suspension." Vibrations, which pass unnoticed in a bell or tubular bridge, loom up like distant earthquakes and threaten to destroy bridge and all, when that bridge happens to be *suspended*. I am not at all disposed to be sarcastic, but simply mean to state facts, inexplicable as they may appear. For a justification of these remarks, I refer to the many senseless opinions freely offered by engineers and others, in this country as well as in Europe, on the subject of "Railway Suspension" bridges.

[To be continued]

THE COLORADO RIVER.—*To the Editor of the Press*—SIR: My attention having been called to a notice in your paper, in which you state that it is thought the Colorado River of the West can be made at little expense navigable for 600 miles from its mouth to a point where the Union Pacific R. R. crosses the same, I have demonstrated that steamers can run successfully up the Colorado for over 600 miles from the mouth at *all seasons* and with an appropriation from Congress I believe it can be made navigable for 1,500 miles from the Gulf to a point above where the Union Pacific Railroad crosses the Green river, and even to the headwaters of the Grand river or Colorado river. Each of these points is about 1,500 miles from the Gulf. The depth of water increases as you ascend the river. Some idea may be formed of the amount of water passing down the Colorado river when it is taken into consideration that it drains an extent of country of over 600,000 square miles. Of the importance of this national thoroughfare the country has but little conception. Millions can be given for a Russian purchase, and large sums expended in making an examination of that section, yet nothing can be done to demonstrate what we already have, or to open up a river of which the public are at the present time as ignorant as of the most inaccessible portions of Africa.

I thank you for the interest you have manifested in this important river.

SAMUEL ADAMS.

Beaver, Pa., July 8, 1867.

The *Wilton News* says the depot of the Wilton and St. Peter railroad has been located and a village platted about three fourths of a mile southeast of Clear Lake, a beautiful sheet of water, in Waseca county. The cars will run as far as to this point by the first of September, and the Company will have the elevator completed in time for the fall wheat trade.

Substitute for Coal in the Manufacture of Gas.

Subjoined is the substance of a paper read before the British Association of Gas Managers at Nottingham, a few days ago, by Mr. E. Goddard, engineer to the Ipswich Gaslight Co., on the application of liquid hydrocarbons as a substitute for cannel in the manufacture of gas of a high illuminating power: In many parts of the country it is to be found immense quantities of schist, or schist clay, commonly known as shale, from which cleaginous matter can readily be produced, and letters patent have been recently taken out by Mr. M'Kenzie for utilizing this oil in the production of gas. The invention consists in minutely pulverizing 1 ton of bituminous coal, or duff, and intimately combining it with—first, 25, 30, or 35 gallons of crude shale oil or petroleum; or secondly, with one-half of these oils mixed with one-half of what is known as bottoms, or residue in the distillation of these oils, partly with the view of taking off the water from the oil and thoroughly mixing the thick residues with the light oils, and also partly to produce a quicker and more complete combination of the oil with the coal. Mr. M'Kenzie slightly heats the oils, and in that state or shortly thereafter, thoroughly mixes and combines them. The quantities of oil used, whether 25, 30, or 35 gallons are mainly regulated by the quality and quantity of gas desired from the material. If 18-candle gas, or under, be sought, 25 gallons of oil are used; should 24 candle gas, or under, 30 gallons are used; and if over 24-candle gas, 35 gallons are used. It may be that an oil or coal deficient in the properties desired will require 2 to 5 gallons more oil, but that we understand to be the extent of the variation.

If petroleum be used instead of shale oil, the results will be better: but there is so little difference that, commercially, shale is the better oil for the purpose. The only other element in the manufacture is the pulverization of coal. If the minimum quantity of oil is to be used, the coal requires to be ground a little rougher than when 30 gallons are used; while if 35 gallons are to be used it requires to be very fine. The reason for this we understand to be that the greater the quantity of oil the finer must be the particles of coal, so that the oil may be absorbed. If 35 gallons of oil were put into coal adapted for 25 gallons only, there would be condensation, and the gas would not be permanent to the extent which the coal could not absorb thoroughly the oil. While the result would be good it would be much less satisfactory, and would raise doubts as to the permanency of the gas produced. There is no peculiarity about the use of the material. It is charged in the usual way, but requires a little less time in the retorts than ordinary coal, the only thing requiring care in its treatment when first used at any works is that the ascension pipes be thoroughly cleansed.

As to the results secured, these have been reported very high, varying from 12,000 to 14,000 cubic feet per ton, according to the quantity of oil used, the illuminating power of the gas being from 18 to 20 candles. The coke produced is of first-rate quality, and this forms one of the valuable features of the invention.

Letters patent for accomplishing the same object have been secured by Mr. John Hamilton, in which crude coal oil (creosote), or other mineral oil, together with a small portion of naphthaline, are boiled, and whilst in a hot state are poured over a quantity of sifted or pulverized coal, known in the trade as

"coal duff;" coal, culm, or other pulverized coal may be used. The mixture may be made in a pug-mill, or other suitable mixing machine, and is then allowed to stand for 24 hours, or thereabouts, so as to permit a complete combination of the gases of the coal with those of the oil and naphthaline. The result is an artificial gas producing material, and the following proportions are found to produce good effects: 1 ton of coal, 20 to 30 gallons of coal oil, and 5 lbs. of naphthaline. From this mixture the patentee states that he has obtained 15,000 cubic feet of gas of high illuminating power. The patent is held by M'Kenzie. The license for the sole manufacture of M'Kenzie's patent material has been secured for England by Mr. Thomas Vaughan, of Middlesbrough, who is now erecting large works at Murton, near Seaham Harbor, who will be able shortly to supply the material equal to the best Boghead Cannel at about half the price of cannel. Several attempts have been made to employ petroleum instead of coal for the production of gas; and in the State of New York and other parts of America where petroleum is very cheap and coals expensive, the experiments have proved very satisfactory.—*London Mining Journal*, July 6.

In this age of progress it is sometimes difficult to keep up with the improvements. To most of our readers the above may be a new idea and we doubt not the patentees and the British public so regard it. It is nevertheless true that we have made use of the very same thing in the manufacture of gas for our office for not less than six years, and we think that in a few weeks we will be able to have ready and presentable to those interested, a simplified apparatus, whereby every householder can manufacture his own gas—at trifling cost, without risk and requiring such a mediocre of ingenuity that it can be cared for by the ordinary domestic help of the household.

Three important tributaries of the mighty Amazon—the Ucayali, Pachitea, and Palcazu—have been successfully navigated by steamers for a distance of 1,227 miles from the embouchure of the first named river. The successful voyage of a late expedition is destined to lead to great commercial results, for it has demonstrated the possibility of supplying several departments of Peru, possessing a population exceeding half a million, with foreign goods by way of the Amazon, and of vast and fertile regions of the interior, after a navigation from Maio, situate on the eastern slope of the Andes, no less than 3,500 miles. Such is the field soon to be thrown open to the commerce of the world by the inauguration of the free navigation of the Amazon.

MONSTER BLAST.—A few days ago Messrs. Briggs, of the Salt Lime Works, Clitheroe, fired an immense blast: 2 tons of gunpowder were placed in the mine prepared by the men, and the explosion which followed the lighting of the train resulted in the displacement of about 20,000 tons of stone.—*London paper*.

The longest train of cars that ever passed over any railroad is said to have recently passed over the Lehigh Valley Railroad. It consisted of 275 loaded cars, averaging six tons weight each, making 1,650 tons in all. This train extended 3,850 feet—over two-thirds of a mile.

Spencer's Process applied to the Reduction of Galena.

MR. FRANK H. FLETCHER, secretary of the Missouri Consolidated Mining Company, writes to the *St. Louis Times* in very glowing terms of the successful application of the furnace and process of Mr. Robert Spencer, of Brooklyn, N. Y., to the reduction of galena, asserting that it saves half the fuel consumed by the furnaces heretofore used, besides obtaining an increased product of lead. We give as follows an extract from Mr. Fletcher's letter:—

"Mr. Spencer's efforts here have thus far been confined to the reduction of galena, which is the most abundant ore of lead, and is composed of lead and sulphur in the ratio of 86.55 of lead and 13.45 of sulphur. The amount of lead varies, however, owing to the occasional presence of gold, silver, arsenic and other metals. The process of smelting lead consists in decomposing the galena and driving off the non-metallic elements. In this operation a portion of the metal will be volatilized. By the ordinary method of smelting considerable loss is thus experienced from the tendency of these volatile particles to escape in the form of white fumes or lead-ashes that are seen pouring out from the chimney-flues. Not only is there thus a loss of lead, but also of the sulphur of the ore, which by burning is converted into sulphurous acid gas and passes off with this smoke.

"The construction of Mr. Spencer's furnace is peculiar. The furnace proper is built of common brick and lined with fire-brick, the outside having an armor of iron to prevent expansion. It resembles one form of the reverberatory furnace, known as the Drummond furnace. It is shaped like the letter L, the fire-place being at one end and at right angles to the oven. The inside dimensions of the oven are, length, 11 feet 6 inches; width, 4 feet; height, 14 inches. The dimensions of the fire place are, length, 8 feet; width, 4 feet; height of fire bridge from grate bars, 6 inches. The fire-place has one door; the oven two—one at the upper end to supply ore to the furnace, and one at the lower end to work the charge and furnish an outlet to the metal. The bottom of the oven has a pitch of twenty inches—from the door where the charge is put in to the door where the metal runs out.

"To prevent the loss by the open chimney in common use, Mr. Spencer employs a smoke-stack of boiler iron, which conducts all fumes and volatile particles into water contained in a tank or condenser.

"This process is aided by a spray of water falling down the smoke stack, where it turns and enters the condenser. Another pipe discharges the smoke from this tank into the outer air, after the water has robbed it of all its valuable properties. A jet of steam forced into this pipe creates a vacuum and gives the necessary draught. This steam is generated in a boiler, the flue of which is the smoke-stack. A cistern overhead supplies the boiler with water through an injector. The steam is superheated in a coil of pipes underneath the boiler and immediately over the furnace. From these pipes superheated steam is passed through a flue on the top of the furnace, and is conducted underneath the grate-bars, the ash-pits of this furnace being closed. With this steam there is carried a current of heated air from an air-chamber outside the boiler, which chamber is supplied with air by two funnels. The superheated steam and heated air, mingling with the gases evolved by the fuel, create an intense heat, and at the same time

operate upon the sulphur in the ore of the charge, effecting a more rapid and more perfect reduction.

"This mixture of oxygen and hydrogen is, in fact, the practical application on a large scale of the principle of the compound blow-pipe."

MONETARY AND COMMERCIAL.

The continued quietness in business affairs has its due influence on the demand for money. A good and cheerful feeling, however, pervades, and strong hopes are felt that a reaction will soon commence. First class paper is in demand, while the usual caution is exercised in reference to other grades. The usual discount, 8@10 per cent. are the ruling rates to regular depositors, although strictly gilt edge on short time could be placed at less figures. Merchants are beginning to look about and start up preparatory for the fall trade; those who are in the market first and have cash, will pick up their goods on a little better terms than those who delay until the fall trade gets fairly opened. Business is not generally expected to open with a rush, as farmers are not disposed to crowd off their crops so as to break down the price of food products, and will delay a little their purchases according to the temper of their pockets.

Exchange is in abundant supply, and the market rules heavy at the quotations which are as follows:

	Buying.	Selling.
New York	50 dis @ par	par @ 50 p. em.
Philadelphia	50 dis @ par	par @ 40 prem.
Boston	50 dis @ par	par @ 50 prem.
Gold	139 1/2 @ 139 3/4	140 1/2
Silver	131 @ 133	134

The following daily report of the fluctuations of the New York market shows that although no material advance has been made, prices have been fully sustained.

	Opening.	Highest.	Lowest.	Closing.
July 25	139 1/2	139 3/4	139 1/4	139 1/2
" 26	139 1/2	139 3/4	139 1/4	139 1/2
" 27	139 1/2	140 1/4	139 3/4	140
" 28	140 1/8	140 3/4	140 1/4	140 1/2
" 29	140 1/4	140 3/4	140 1/4	140 1/2
" 30	140 1/4	140 3/4	140 1/4	140 1/2
" 31	140	140 3/4	139 3/4	140

Of the New York market the *Tribune* of Tuesday says:

"Money is easy on call at 4@5 per cent.; with some loans at 3 per cent. Commercial paper sells at 6@7 for prime and 8@9 for second grades. Long engagements are still out of favor, and capital is kept in strict control. Some of the largest lenders report nothing of consequence under 6 per cent. on call. There are some orders for currency from the West, and Western banks holding Governments as temporary investments are still selling to strengthen their balances in New York.

"The bank statement shows an increase in deposits, loans, circulation, and legal tenders, with a decrease in specie. The movement shows an increase of obligations and a decrease in the reserve. The reserve is still ample, but commercial affairs are steadily making demands upon the capital of the Atlantic cities which will test them severely.

"The items in the Bank statement show the following changes:

	July 20	July 27.
Specie	\$11,197,700	\$8,738,014
Legal tenders	73,441,301	74,603,840
		Inc. 1,164,539
Total reserve	\$84,639,001	\$83,341,934
Deposits	199,435,952	200,608,86
		Inc. 1,172,934
Circulation	33,574,048	33,396,859
		Inc. 21,911
Total Liabilities	\$213,010,900	\$234,205,747
		Inc. \$1,194,835
25 per cent	58,252,725	58,551,438
	
Excess over legal reserve	\$26,386,276	\$24,790,496
Loans	249,380,155	251,243,830
		Inc. 1,663,575

"Government securities are lower, and are offered quite freely at the decline. The London price admits the return for sale at a profit, and business has been done in that direction. Tennessee 6s are lower, with small sales. Bank stocks and Express shares are steady. The general share market is lower, with little activity except in Erie and Northwestern shares, which still attract the chief attention of operators. There is less disposition to deal in stocks which have not strong clique support, such as the street concedes to be possessed by Erie, and any disturbance in money will precipitate a decline. As no trouble is found in borrowing on anything sold at the Board, speculators for a rise look upon these reactions as temporary, and predict much higher prices. After the call Erie fell to 76 1/2, but before the Second Board returned to 77 1/2, and firm. At the Second Board the market was lower, and after the call was dull, with less disposition to purchase. The closing prices were: New York Central, 107 1/2 @ 107 3/4; Erie, 75 1/2 @ 76; Reading, 107 1/2 @ 107 3/4; Michigan Southern, 81 1/2 @ 82; Cleveland and Pittsburgh, 93 1/2 @ 93 3/4; Rock Island, 102 @ 102 1/2; North-western, 49 1/2 @ 49 3/4; Northwestern Preferred, 71 1/2 @ 71 3/4."

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No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.	
2, 10 " " 6 1/2 " " 35 " "	
3, 8 " " 11 " " 35 " "	
4, 8 " " 9 " " 35 " "	
5, 7 1/2 " " 6 1/2 " " 30 " "	
6, 10 " " 8 " " 40 " "	
7, 7 1/2 " " 8 " " 35 " "	

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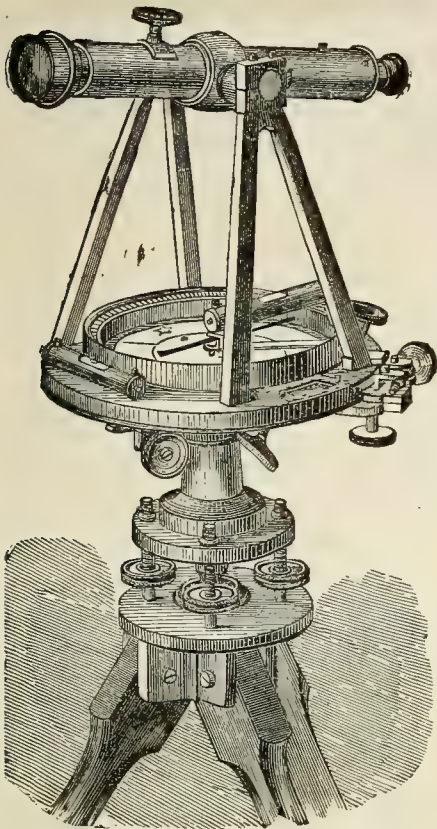
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This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 1/4 inches in width, and under. For Tickets over 2 1/4 inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

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Late Master Car Builder C.H. & D. & M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C. & I. C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C. & I. J. R. R. College Cor., Ind.
J. M. LUNT, Sup't, C. & I. C. R. R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C. H. & D. R. R., Cincinnati.
J. H. WELLER, Ass't Sup't, D. & M. R. R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G. W. R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C. & I. J. R. R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., India: ap. c.
[Aug 2, 1865.]

THE

STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.
WITH THE

STEAM SYPHON WATER-STATION

ocomotive can raise water, with its own steam, to fill
ts tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

ever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circu and other information, address,

STEAM SYPHON COMPANY,
48 Dey Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI 1.

THROUGH —FROM— CINCINNATI TO NEW YORK

WITHOUT CHANGE OF
COACHES!

—VIA—

Atlantic & Great Western R'y.



The Night Express will run as follows:

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.49 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLIEN	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scripti n, unequalled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SHATTUC, Gen'l Ticket Agt. I. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1865, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 12:00 p. m. On Sundays, one Express Train
at 1:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front 1/2 E at by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:22 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 0:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

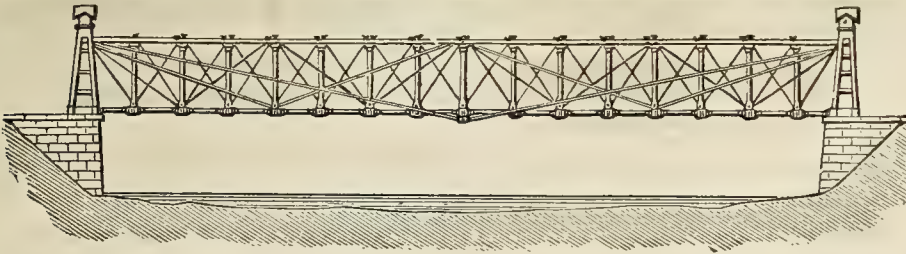
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Cooper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

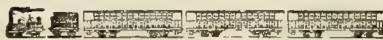
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
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The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent.
my11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M. Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M. The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
All Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. my11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and best material, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore of the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$1.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, *Master Transportation, Baltimore*
J. H. SULLIVAN, *Gen. West Agent, Baltimore*, O.
L. M. COLE, *Gen. Ticket Agent, Baltimore.*

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run *SEVEN MINUTES FASTER* than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without
Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time *TWELVE MINUTES SLOWER* than Cincinnati time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

O. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago. Advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:36 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars. Be sure you are in the *RIGHT TICKET OFFICE* before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 8

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

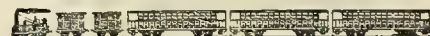
Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same. &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.
On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, AUGUST 8, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	15 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	25 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Night Express.....	5:00 P. M.	6:10 P. M.
LITTLE MIAMI.		
Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:40 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:00 P. M.
Lexington Express.....	2:40 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

Railroads to the Pacific.

IMPEDIMENTS TO THEIR CONSTRUCTION.

As a nation, we have become thoroughly educated to the necessity of uniting the shores of the Pacific with those of the Atlantic, by means of grand Continental Railroads, and will not allow any impediment or obstacle to interfere with the gigantic and magnificent enterprise. At first it was supposed that the mountain chains traversing, parallel to each other, the entire length of the continent would present an impassible barrier, but careful and accurate surveys have demonstrated the fact that no gradient will be presented that cannot readily be overcome by the engineering skill of the present age,—indeed nothing of this character will be required surpassing in grandeur what has already been accomplished.

The snows of winter will be another element that will present impediments of no mean character, but we doubt not this will be heroically met and overcome. Under any circumstances it will affect traffic only to a limited extent, and then only on some of the routes, others being entirely free from this difficulty.

The next great cause of uneasiness to the friends of progress, and especially of this great national enterprise, was the source from which to draw the means necessary to construct so vast an undertaking. This has, however, been solved by the wisdom, liberality and good sense of Congress in making a provision at once munificent, ample and sufficient to insure the completion of the work. Every inducement of national pride, national aggrandisement, national protection against foreign enemies, and national interest, agricultural, commercial and mineral, all point to and insist upon the imperative necessity for the construction of these great thoroughfares.

The only remaining obstacle that presents any difficulty of solution is the

INDIAN IMPEDIMENT.

What shall be done with it? Shall we stop the car of Progress, allow a few roaming savages to retard the march of empire, and confine civilization within its present limits? We cannot believe that such a proposition will receive the least consideration, or for a moment be entertained by the American people.

What then shall be done? Obstacles that cannot get out of the way must be removed by skill and force! How this is to be accomplished is the present question for the consideration of the American People. The more skill and the less force that may be necessarily employed, the better; but what skill cannot accomplish force must.

There are three ways of meeting the emergency:—1st. Fight it as we progress, which in a measure will have to be done. 2d. Catch them and imprison and feed them on Reservations. 3d. Wage a war of extermination.

Which ever course may be adopted by the government the result to the Indian will be the same—*extermination*. The conflict is an *irrepressible* one—the savage with the civilized condition of man. That the savage will meet with more or less success, there can be no doubt—signal on some occasions, producing great loss of life and property to the civilized man—he must eventually waste away as a fog before the morning sun.

In reference to this very subject, in our issue of January 26, 1865, we think we suggested the best and only practicable method of carrying out the first of the above propositions, viz: "Fight it as we progress." After showing the national importance of opening these arteries of commerce,—these avenues for the life blood of civilization, we remarked in an article on

THE NEGRO AND HIS USES AT THE END OF THE WAR.

"How, in what way, and what is the most economical method of their construction, are important questions of polity and finance. We have ever opposed the policy of the Government engaging directly in works of internal improvement, but have always advocated its affording material aid and encouragement to the enterprise of its citizens in works of this nature, for various reasons which it would be superfluous at this time to name. But circumstances alter cases; and emergencies may warrant, nay, even compel, us to pursue a policy that, at another time, might have been deemed, not only impolitic, but even unconstitutional. We have yet to learn of a single instance in which the voice of a patriot has been raised against Gen. GRANT for constructing railroads to facilitate the transportation of the supplies for his army, or the military re-construction of the railroads of Kentucky, Tennessee, and elsewhere wherever it would aid the Government. We contend, and have for many years, that a railroad to the Pacific (and now the need is for several) is a military necessity—a work of defense against foreign foes, as well as being absolutely necessary to satisfy the States on the Pacific slope, who, though now as loyal as any other portion of our country, yet we would and must tie them to us by the three-fold iron bands of love, interest and common security, and that there is no more Constitutional objections to its military construction by the Government than there is to the construction of the railroad from City Point. This can be done by black soldiers, under military discipline, and military pay, as well as by white laborers imported either from Ireland, Germany or elsewhere. This is not only true, but it would be an act of kindness as well as justice to the negro. It would afford him employment that would be profitable to himself; here he could be schooled in economy and self reliance, and when the great work was complete, none would be found unwilling to award him a home on the line of the high-way that his industry had prepared. One, two, or three hundred thousand could thus be judiciously and profitably employed in the construction of so many different lines of road, and instead of making a progress of merely "definitely locating 100 miles westward," in the course of a year, ONE HUNDRED MILES A MONTH MIGHT BE CONSTRUCTED, and the country would see, in two years, more development than it can in a quarter of a century by the present plan. The industry of the country would receive an

impetus that would dazzle the world, and the increase of our national wealth would be beyond compare."

Four months later in the same year, that is in May, 1865, the *American Railroad Journal* advocated the same line of policy, without, however, designating specially the *Negro* as being peculiarly adapted for this purpose. We again abstract from their article, as published in our issue of May 25, 1865, as follows:

THE UNION PACIFIC RAILROAD.—HOW TO CONSTRUCT IT AND SAVE MILLIONS OF MONEY AND YEARS OF TIME.

"The ordinary expectation of the public is that the whole line will be opened in ten or fifteen years.

This is too long altogether, but a delay quite unavoidable unless we can hit on a new plan of operations, and certainly there is one quite opportune and worthy of consideration.

At an adjoining meeting of the Chamber of Commerce to be held on the 15th, notice will be given by Mr. Bloodgood of his intention at a proper time to introduce a resolution to inquire into the propriety and feasibility of the employment of such portion of our large armies as may agree to the service, in the construction of the Union Pacific Railroad.

The mover contemplates the employment of two or three hundred thousand men, to be under military discipline, to receive the usual pay and rations, and to be led by the engineers of the army. As a further reward for their services, they should receive adequate grants of land along the line, so that they may be able to locate themselves on their own properties, to become artisans, agriculturists, miners, engineers, railroad employees or what else they may choose to be.

It is very certain that during the present war our soldiers and military and civil Engineers have together executed most remarkable works with astonishing celerity. Bridges of all sizes, tracks, and superstructure, canals and ditches have been the work of their hands in every campaign. Large rivers have been turned into new channels or dammed into sufficient depth to pass large fleets around or over shallows. The spade has been as efficiently used as the musket or the sword, and in fact every soldier engaged in these works has become a practical engineer. Now then as these men will in all probability be thrown back on the country very suddenly, and be for some time in want of employment, would it not be the best thing to be done for them and for the country, to transfer them with their own consent and with certain inducements of a valuable nature, to the line of the Union Pacific Road, and set them to work. They have most of them already made so many military railroads, that they may be considered as experts.

The following results might be safely calculated upon. The government paying the wages and furnishing clothing and rations for the men, could offset this in money against the subvention of millions they have agreed to pay the company.

A large body of good soldiers would have regular, remunerating and healthful employment until the road was completed. Their supplies and subsistence would give a great impetus to industry and protection in the country in the vicinity of the work, to the manufacturing producing the tools and materials for construction, and in a great degree favor the continuance of numerous works for the manufacture of shovels, spades, crowbars, trucks, &c., necessary for laborers on railways. A large demand for rail cars and engines would grow up as the sections came into use, while all this production, manufacture and activity would be immediate, for by the proper application of a force of 200,000 skilful men along the line, the whole could be made ready for use within two years from the time they commenced work. It is well known that with a force of 5,000 workmen, the Atlantic and Great Western Railway was constructed for a considerable portion of it at the rate of one mile per day. At the same rate, forty miles a day could be constructed and finished by our own troops, if in the number stated, so that in fact between 1300 and 1400 miles could be laid in a single year, counting the working days only.

Two years then would give ample time for its construction."

In commenting on the above, we then remarked as follows:

"We do not want it understood that we are desirous of interfering with politics, neither do we want to convince the *Journal* that the *Negro* is better adapted for building railroads than the *white man*, but we do contend that the country needs the services of its skilled *artisans* to repair the wastages of war, and that it is the interest of the country and the *artisans* that he should be allowed to assume his usual peaceful occupations as soon as possible. They all have homes and friends most dear, from whom they have already been too long separate. This, in a great measure, is not the case with the *Negro*. Homes, they

have none, never had, and the tender ties of friendship and affection have been torn asunder in a thousand ways. There is not much to render them urgent to seek their former places of abode. If disbanded, they will mostly be like waifs thrown upon the waters of the ocean, not knowing whither nor for what object they are going, without an ulterior end in view, and a dangerous element in society. They have fought bravely for our cause and country, and while dressed in blue they are praised and petted; but disband them and they will be treated as *niggers*, even by "kid gloved abolitionists;" these brave black men will lose their identity, and amidst the dissipation and vice of uncontrolled freedom will soon pass away amidst disease and neglect. Now none will deny but they deserve a better fate. Preserve their organizations, retain them under *military discipline* and *military pay*: the *first* is not half so hard as they have been accustomed to, and the *last* is much greater than they ever received, and would also be the most economical method of constructing the roads.

We still adhere to the position then taken and believe it is the very best that has ever been suggested for the accomplishment of this great object.

The *modus operandi* of carrying out the next plan, viz.: "2d. Catch them and imprison and feed them on Reservations," we will leave to politicians, who will all be sure to "keep out of harm's way," and "not lose anything by the operation;" it will, however, no doubt eventuate in this plan with the *fragments* of the present powerful tribes, but not until they have become most thoroughly convinced that it is useless for them to strive against their destiny.

The present moment, however, demands our most serious thoughts as to the best, most efficient, and economical method of carrying out our third proposition, viz.: to "*Wage a war of extermination.*"

That, as a nation, we may have, on sundry occasions, done the Indian a wrong we do not dispute. Nations never stop to rectify wrongs, but advance forward on the principle that "might makes right." It is useless to deny this fact,—it has governed almost every tribal and national contest since the days of Adam. What is the best means to

"WAGE A WAR OF EXTERMINATION,"

Is now the most pertinent question. It is self-evident that civilized warfare in fighting Indians is expensive in both men and money—that while the *INDIAN fights for glory* only, the *WHITE MAN FIGHTS FOR PAY*. The Indian fights to kill and destroy—and while he has *nothing to lose but his neck*, all he can capture is clear gain. In the present contest they have thus far been successful against the whites, because they are not only equally well, but better armed than those they have met, they are better mounted, carry no baggage, and have no provision trains to care for, give no notice and have no regard for the "order of their coming," while white soldiers are burthened with the paraphernalia and "the pomp and circumstance of (*in*) glorious

war," and cannot march except to the "tap of the drum" or the "bugle's shrill call."

Our true policy, and the most economical and humane method of conducting this war is to employ *Indians* to fight Indians. This can be done at less cost than we can "*buy a peace*" in the present excited, angered and "fired" condition of the *Indian heart*. Two or three thousand Chippewa warriors, well appointed, their families properly cared for, while they are kept constantly in the field, would do more to solve this difficult problem than the entire army of Gen. SHERMAN, with which he "*marched to the Sea.*" That they could be obtained for this purpose, those who are familiar with Indian history and characteristics, will have no doubt—the economy of our plan we think will not be called in question, while as to its *humanity* we think all will agree that as we now fight "it costs the lives of ten white men for every Indian killed," the chances are it would then be but "*red skin*" for "*red skin*," both of which we could afford to lose and pay for, much better than any one of the ten thousand valuable lives that will be sacrificed in the present miserable style of warfare.

We will meet one objection that will be raised, and then close this already too extended article. The "*Christianity*" of the proposed mode of warfare. There is no "*Christianity*" in any warfare, and the efforts to engraft it, or the idea of it, in a warfare with Indians, would only be "casting pearls before swine." If our plan "shocks the tender sensibilities" of those *who always stay at home*, the reply we make to them is, that the only parties who have ever successfully conducted a "*Christian*" warfare with whose history we are familiar, are Generals "Peter," "Paul" and their associates, and if they have full confidence in their plan they can "go and do likewise;" but we confess to a lack of personal faith in its efficacy, and rather incline to place more reliance on "*hard knocks*" well laid on, as well as well paid for, than in the sweet, persuasive tone of a "*boughten*" Christianity.

PEN AND PENCIL.—Is the title of a new illustrated Weekly, published by T. R. DOWLEY & Co., 21 Ann street, New York, of which we have received the second number. From the specimens received, we would suppose that the publishers designed to make superior to its class of publications. They have adopted a novel method of securing a circulation,—they propose merely to spend in a "distribution" what otherwise would be required for advertising, in which the purchaser of every copy of their paper will have an equal chance. Price of paper 10 cents, ticket included.

The Prussian Government has sold the St. Petersburg and Moscow Railroad to Messrs. Baring Brothers and Hottinguer, the great London and Paris bankers.

Railroads West of the Mississippi and their Influence on the Western Plains.

A few years since, two facts (at least supposed facts) would have been stated, by almost every one; first, that the great body of land on the Western Plains (beyond the first row of States on the Mississippi) was mostly a barren waste; and secondly, that it must be another generation before we should find railroads there. Both these supposed facts are now disproved. The largest part of the lands on the great western plains are as fertile as ordinary lands in other parts of the country; and the railroad lines are now penetrating the country beyond the Mississippi with extraordinary speed. In looking over the last number of Appleton, and also some new maps of the Western Plains, we thought it might be interesting to show the number of railroads beyond the Mississippi, and their probable effect. Except two roads in Missouri, the whole have been made in the last half dozen years. Taking them by States, the following tables give a view of the number of miles, and the locality of these roads, viz.:

MISSOURI.

	Miles.
Cairo & Fulton.....	37
North Missouri.....	305 to St. Joseph.
Hannibal to St. Joseph.....	70
St. Louis & Iron Mountain..	87 to Pilot Knob.
Missouri Valley.....	45 to Leavenworth.
Savannah Branch.....	15 to Savannah.
Pacific & Missouri.....	309 St. Louis to Leavenworth.
Southwestern.....	76 to Rolla.

Total Missouri Roads.... 944 miles.

IOWA.

Miles.

McGregor and Western.....	66 from McGreg'r
North-western.....	356 Clinton to Omaha.
Dubuque & Sioux City.....	143 to Iowa Falls.
Branch to Cedar Rapids....	56 to Cedar Rapids
Des Moines Valley.....	162 Keokuk to Des Moines.
Keokuk & Muscatine.....	70 to Columbus.
Council Bluffs & St. Joseph.	26 from Council Bluffs.
Burlington & Missouri.....	100 Burlington to Albia.
Rock Island & Pacific.....	133 Rock Island to Kellogg.
Washington Branch.....	50 to Washington.

Total Iowa Roads..... 1,162 miles.

MINNESOTA.

Miles.

Southern Minnesota.....	60 from Rushford
St. Paul & Pacific.....	75 St. Paul to St. Cloud.
Minnesota Valley.....	47 St. Paul to Belle Plain.
Minnesota Central.....	71 Minneapolis & Owatonna.
Winona & St. Peter's.....	161 Winona to St. Paul.

Total Minnesota Roads... 414 miles.

KANSAS.

Miles.

Atchison & Pike's Peak.....	25 from Atchison
Union Pacific, East Div. ...	200 " Kansas City

Total Kansas Roads..... 225 miles.

NEBRASKA.

Union Pacific.....	400 miles, on Great Platte.
Total West of the Mississippi, (north of Arkansas).....	3,145 miles.

In the States above mentioned, there are two millions eight hundred thousand inhabitants; giving about one mile of railroad to a thousand inhabitants. This shows an important fact, that the railroads advance equally with the population westward. The extreme rapidity with which both Divisions of the Pacific Road are constructed makes it evident that hereafter railroads will advance, even more rapidly than the population. On the other hand, the population will advance more rapidly as the roads are made, so that we may expect hereafter to see even a greater flow of population westward than we have heretofore.

The censuses show the population, west of the Mississippi and north of Arkansas to have progressed as follows, viz.:

	1840.	1850.	1860.
Missouri.....	383,702	682,044	1,182,612
Iowa.....	43,112	192,214	674,913
Minnesota.....	.....	6,077	172,123
Kansas.....	.....	.....	107,206
Nebraska.....	.....	.....	28,841
Dacotah.....	2,576
Colorado.....	34,277

7 States and Territories....	426,814	880,335	2,202,548
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The ratio of increase from 1850 to 1860 is much greater than in the previous ten years; and as all things are now very encouraging to emigration West, and as the great Pacific Railroads are going rapidly on, we believe the ratio of increase, west of the Mississippi, is likely to go on quite as rapidly for many years. At any rate, the population is likely to be doubled the next ten years. But, as we have seen, that railroad construction goes on in a parallel ratio with population, and even more, we expect to see at least 4,000 miles of railroad constructed between the Mississippi and the Rocky Mountains in the next ten years. It will probably be distributed in something like these proportions, viz.:

	Miles.
Missouri.....	800
Iowa.....	800
Minnesota.....	800
Nebraska.....	500
Kansas.....	600
Colorado.....	500

We make this statement to show what a wide field for enterprise in railroads as well as general business, is opened to young men in the great—great West. Previous to the war there had been a financial dulness, which impeded the progress of railroads, especially, as most of the railroads were very much embarrassed with debt. Then came the war, when all other things were almost disregarded. Now everything is different. Money is very abundant; most of the railroads are prosperous, and the return of peace has left hundreds of thousands of men ready to engage in new

enterprises. The tide of immigration from Europe is again rising; and, probably our estimate above, both in regard to population and railroad construction is much below the mark. At any rate, the great Western Plains will now fill up with great rapidity, and probably the whole Valley of the Platte will soon be filled with towns and people.

Cincinnati & Norfolk—Covington & Ohio Railroad.

GALLIPOLIS, July 30, 1867.

MESSRS. EDITORS:—Permit me to call your attention and, through you, the attention of the citizens of Cincinnati, to the effort now being made to carry through the Virginia Central Railroad to the Ohio river. The plan proposed is one offering great inducements to capitalists to aid in the enterprise. At a meeting held at Point Pleasant, on Friday last, Col. Paxton, of Lexington, Va., was present and ably explained to the citizens of Mason county the importance of the matter, and the inducements held out to new subscriptions. It is proposed to have the counties along the line subscribe certain amounts, which, with a subscription by the city of Richmond, shall raise the sum of \$5,000,000. It is thought that this sum would secure the opening of the line from Covington to the Ohio river, the road from Covington to Richmond being already made, as the Virginia Central. The new organization, running from the Chesapeake Bay to the Ohio river, is to be called the Chesapeake & Ohio Railroad. The \$5,000,000 spent, a loan thereupon could be made for \$2,500,000 more, and that sum would complete this important line. It is now believed the counties will vote in favor of a subscription. The new stock is a preferred stock, and will receive a dividend of eight per cent. before the old stock of the Central road will be paid anything. These terms seem to secure the new stock, for surely such a line must pay on \$7,500,000 of stock from the first, when we consider that near or quite that sum has already been expended on the line.

This line, as a communication between the West and tide water, is an important one for Cincinnati. It is the best and will, when completed, be the cheapest line East for freight. Chicago is by this line nearer to tide water, at the mouth of James river, than it is to New York. This fact is also true of St. Louis. At present the efforts of the New York and Pennsylvania roads is to go around Cincinnati, reaching St. Louis, Cairo and Louisville without passing through Cincinnati. This fact has been apparent to my mind for some time, and I stated at this meeting this reason as one why Cincinnati must be favorable to this important enterprise. I see the same idea thrown out in your journal of the 25th inst., which has come to hand this morning. Now this being so, Cincinnati can

counteract these efforts by opening up a cheaper route to tide water than the old lines can. This can be done. This line will run in near a strait line from Cincinnati to tide water, by the Marietta and Cincinnati line to Hamden, thence by a line to be made from Hamden to Gallipolis and the mouth of the Kanawha river, and thence by the Chesapeake & Ohio Railroad to tide water, near the mouth of James river.

The advantages in favor of this line are many. By this line Chicago and St. Louis, and the whole West, are nearer tide water than to New York. In the next place, the grades on this line do not, any where, exceed thirty feet to the mile in going East, and not fifty in coming West. The B. & O. road and the Pennsylvania Central have grades of one hundred and sixteen to the mile, and that for miles. This difference in grade will make an immense saving in the cost of transportation; it will be a saving of twenty cents on every barrel of flour, or ten cents per hundred on each hundred of freight moved. This saving in costs of transportation on account of a better grade will always enable the line to carry cheaper than the others, and yet make profits. In the third place, this line passes the mountains where it will always be unobstructed by snow. There is never snow enough on this line to obstruct the road at any time in winter. This is also a considerable item in the expenses of more northern roads.

If then this line is opened, Cincinnati can offer a shorter and cheaper line to tide water than the competing lines, and thus secure her a due proportion of the trade of the West and North-west. Her capitalists and business men are therefore deeply interested in the success of this movement. They can aid it first in aiding the M. & C. to open a line from its road near Hamden to Gallipolis. This line made, it will secure the extension of the Virginia line down the Kanawha river at once, and defeat the silly plan first started when the negro was king, of extending the line to Guyandotte, Big Sandy and thence off to Lexington and Louisville, Ky. Such an extension would still more tend to keep business away from Cincinnati, by sending it direct East. This latter scheme is as yet rather in speculation than in fact; and hence it is important for Cincinnati that a line from that city to the Ohio river at this point should be made as soon as possible. That will render a line down the Kanawha to its mouth a business necessity. Cincinnati would also subserve its own interests by aiding Virginia to crowd through her great Central line.

By this line freights can be sent from St. Louis to New York and Boston cheaper than by any other route. It can go by steamboat to this point, thence by rail to the mouth of James river, and thence by sea to either of the above points. For European shipment, this point is as favorable as New York itself.

The harbor at the mouth of James river is never obstructed by ice, and presents a greater depth of water than New York, Boston, Philadelphia, Baltimore, Charleston, or New Orleans. Hence vessels of the largest class now being built could enter at all seasons and in all weather.

It will thus be seen that Cincinnati can secure her prosperity and trade by this line against the competition of the New York and Pennsylvania roads, all of which are now seeking, by Western connections, to reach out into the far West and South-west so as to control the whole trade of this region, and render it tributary to New York and Philadelphia.

New York capitalists have no inducement to embark in this enterprise, as it will injure the traffic on their own line. Boston capitalists are also deeply interested in their great line toward the Pacific running by suspension bridge through Canada to Detroit, Chicago, Omaha and out into the far West and onward to the Pacific ocean and China. The railroad interests of Virginia cannot obtain capital at the great rail centers, and must look to those who have an interest in opening a more Southern line to compete with these more Northern lines now monopolizing the business of the great West.

If your business men are wise, they will turn their attention in this direction and not suffer this effort to fail for the want of a little encouragement and aid; and above all, that they will not rest in inglorious inaction, while the line shall find its way through Central Kentucky to Louisville. In the end both branches may be made, but the interests of Cincinnati and the railroad require this connection to be first made; and it can be secured if the M. & C. road has a line to this point. The distance from Hamden here is thirty-one miles, and the road can be made for less than \$1,000,000. A subscription of \$500,000 by Cincinnati would secure the opening of this connecting line in a year from this time. Let the business men of your city reflect upon this all-important matter, ere it is too late.

Yours, S. N.

P. S. Since writing the above I have seen an article by Thomas Mathews, Esq., of Lewisburgh, from which I take the following facts:

The Virginia Central Railroad is nearly finished a distance of 206 miles to Covington, and its cost is as follows:

206 miles of road, with means to finish it.....	\$6,264,942
Its real estate along the line.....	25,196
Its extinguishment of this much of the State's interest in Blue Ridge Railroad.....	225,049

Amount brought into the consolidation by Va. Central R. R.....	\$6,515,187
22½ miles Cov. & Ohio R. R., west of Cov., expended on same.....	2,750,000

Va. Central R. R. and State expenditure.....	\$9,265,187
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The above is the amount already expended on the line of the Chesapeake & Ohio Railroad. The road can be finished from Richmond to the White Sulphur Springs, 228½ miles, by the spring of 1868.

The subscribers to the \$5,000,000 of new stock are to be preferred stockholders, and to receive 8 per cent. dividends on this stock before the stock already paid in can receive a dollar. It is not supposed that this sum will complete the road farther than the mouth of Lupe Creek, on the Kanawha river, that point being the head of steamboat navigation on that river. But no stop is to be made here. The \$5,000,000 secured in cash, a loan can be made of say \$2,500,000 on this investment of \$14,265,187, and this sum will complete the line to the Ohio river.

The certainty that this line is to be completed, the thirty-one miles from Gallipolis to Hamden, on the M. & C. R. R., should be commenced at once and pressed through as soon as possible, as the Virginians propose to complete their road to the Ohio river by 1871 or earlier.

This connecting line between two such roads, and on a great through line like this, will pay interest on the cost from the first. The M. & C. Railroad have the rolling stock, and all that is needed is money to grade and lay the rails. If, indeed, the road was once graded by a cash subscription, a loan could be made on this to obtain the iron for the rails. The people on the line of the road would contribute liberally according to their means to secure its construction; and hence a comparatively small subscription on the part of Cincinnati would secure the construction of this link in this great through line, and the immediate extension of the Virginia line to the Ohio river at the mouth of the Kanawha.

Cincinnati is deeply interested in the completion of this connection. Its trade with that part of West Virginia lying on the Great Kanawha is now large, and may be made yet larger, should this road be completed. The coal and salt trade will be increased, and the manufacture of Petroleum out of the cannell coal will be carried on to an enormous extent. Capital from the East is already looking for investment in this direction, and in a few years the business in this part of West Virginia, as well as its population, will be immensely increased. The business men of Cincinnati should not overlook this outlet for their manufactures and the source whence an ever increasing trade is to come.

There is another consideration not to be overlooked by the citizens of Cincinnati, and that is the easy access which this line will give them to the healthiest and most pleasant summer resort there is in the United States. A daylight ride on this line will take the citizens of Cincinnati from the oppressive heat of the city to the cool mountain air of the

Alleghanies and the mineral waters of the White Sulphur. A few hours on the cars and one may escape the heats of July and August. This is a consummation most devoutly to be wished for, when the thermometer is from 90° to 100°. The mountain region of Virginia is full of cool retreats, where one can build himself a summer home; his family could remain through the warm weather, and the man of business spend his Sabbaths with them in their cool retreat, and yet pursue his business in the city. No where else can such a summer retreat be found within easy distance of Southern Ohio. The air of these mountain regions is as cool and bracing as the air of the lakes at Mackinaw. The writer had this opinion verified by the experience of the late Mr. Hill, of Pittsburgh, who spent the hot weather of 1851 at the Virginia Springs, and August of 1852 at Mackinaw. This region of cool breezes would be to the people of the Ohio valley what the Alps are to the people of Europe.

All these considerations should induce the people of Cincinnati to reflect upon this matter, and reflection would, we are certain, lead to action. S. N.

City Passenger Travel.

We see it announced that the right of running "dummy" engines as far down as Twenty-sixth street has been granted to the Harlem Railroad Company. This, we trust, is the prelude to an announcement that the company are resolved to run passenger cars every half hour, or every quarter of an hour, to and from the upper end of the island.

The prejudice against "dummy" engines in broad and well-graded streets like our great avenues, where horse-cars now run, must give way. The Second Avenue Company run their engines regularly from Sixty-second street to Harlem River. As a rule they make good time—less than five minutes to a mile. Serious accidents have been of less frequent occurrence than on sections where horse-cars are run. The size of the steam-cars gives a chance for a seat, and there is no good reason why that motive-power should not be used on the east side of the town, at least as far down as Thirty-fourth street. If the Harlem Railroad Company is granted the privilege, why should it not be granted to others, provided they can show their ability to make the change from horse-cars to "dummies" at once *safe and convenient*? Years will possibly elapse before we get either an elevated or an underground railroad. We have to see, therefore, if there is any possibility of improving those which we have. The matter is one of pressing interest to our citizens generally, and the companies should set to work in earnest and let us know where and how reform is possible. The present exigencies of city travel demand this at their hands.—*N. Y. Times*.

A mechanic has made a pin for a neck-tie the head of which is a very small piece of malachite, containing a musical box which plays with marvelous beauty a number of modern Italian operatic airs. The inventor is a Frenchman.

Covington & Cincinnati Bridge.

STRENGTH AND STABILITY.

[Concluded from last week.]

It is due to the stockholders of the Ohio bridge, who have honored me with their confidence, and have entrusted me with their capital, that I should state my views more fully respecting the durability of their work. Myself being a large shareholder, but without any further interests in the value of property of the adjoining cities, I am equally, if not more concerned, in this question.

With reference to simple strength, it is evident that ample provisions have been made. The fact that for the ordinary duties of the bridge seven times the strength has been provided, ought to be a sufficient guarantee for its future unimpaired stability. Indeed, it would appear that all further explanations on this head are superfluous. But certain popular notions about *vibration*, *granulation* and *crystallization*, and other occult and mysterious changes to which iron is supposed to be subjected, are so prevalent, and have become so misty in the public mind, that I consider it of the greatest importance in this report to state my views clearly on this subject. I have done so on a former occasion, in my last report on the condition of the Niagara bridge in 1860. And as I have had no occasion whatever to change my views since, I shall in part have to repeat here what I said then.

Two kinds of changes are known which may affect the strength of iron and all other metals. One of these changes results from oxidation, and is well understood. The other change appears to be caused by a molecular action which impairs cohesion, and consequently the strength of the metal.

So far as oxidation is concerned, all the iron parts of the bridge, except the anchorage, are open to inspection, and may be painted from time to time. The wires composing the cables are well protected by varnish, and so closely and compactly compressed, that all interstices are filled with linseed oil. This protection is further increased by the outside wrapping, so that no apprehension need be entertained on that score. On taking apart the cables of the Suspension Aqueduct at Pittsburgh, after 17 years exposure, and the effect of dripping water, leaking from the trunk, and with little or no care bestowed upon them, the wires inside were found just as free from rust as on the day they were put in. A well manufactured cable may be considered as perfectly free from all danger of rusting. Concerning the safety of the anchor chains, enough has been said in a former chapter.

The other change to which iron, and in fact all metals are liable, has been investigated by many distinguished men of science. Such philosophers as Arago have made elaborate reports on this question, on the occasion of a severe accident on the Versailles railway, caused by the breaking of an axle. And yet this subject appears to be still open to further researches and experiments. No definite conclusions have been arrived at. On the contrary, the longer the question remains unsolved, the greater appears to be the mystery in which it is apparently shrouded.

All molecular forces are transmitted by waves, vibrations or undulations. A telegraphic message is communicated over a wire by virtue of the molecular waves, which propel each other from end to end. The electro-

magnetic force, applied to the wire in Cincinnati, is almost instantaneously responded to at the other end in Pittsburgh or New York, in consequence of these molecular affections. The application of such a force involves a molecular change in the condition of the iron. What the true nature of these invisible conditions is, remains a mystery. We know the outer manifestation of the force, while its inner nature remains hidden to the human sense. The light of the sun is transmitted to the planets by vibrations, communicated through the medium of the ether which fills planetary space, and the sonorous sounds of a bell travel by vibrations through the medium of the air. The web of nature's life is woven and unwoven by invisible undulations; without these motions nature would be a blank. Even in death they continue, because death involves only another kind of motion, which is chemical action.

It is currently believed that suspension bridges are exposed to great vibrations, and that these vibrations have a tendency to *crystallize*, or to *granulate* (as some prefer) the wire, and that by this process its strength will be gradually destroyed. Now, the fact that the strength of iron, or any other metal, may be impaired by repeated vibrations and concussions, is so well established that no further arguments are needed to prove it. A bell may be readily broken by repeated concussions. A piano wire, although made of the best and strongest material which is known in the arts, may be broken by repeated vibrations under tension. Good steel springs may be used and abused many years, but will break at last from the same cause. Railway axles, particularly those of a coarse, crystallized texture, are easily broken by continual vibration and concussion. And so on through the whole chapter of accidents and failures which may occur, when iron or steel is exposed to extreme vibration, under tension or torsion.

This subject has engaged my attention for many years. I have made numerous experiments myself, and have continued them for years, and I also know the experiments of others. I have likewise collected an interesting number of specimens of iron and steel, which have been exposed to all sorts of vibrations, and under the most various conditions. My aim was, to discover whether iron will crystallize or not, under the influence of vibration and tension. But to this day I have uniformly failed in this attempt. With or without the microscope, I have been unable to discern one single crystal which had formed under the influence of tension, torsion and vibration. When a drop of oxalic acid is placed upon a glass plate and examined under the microscope, evaporation, and, in consequence, crystallization at once takes place, in beautiful lines, shooting out in all directions. Here is rendered visible a *formative* process, because crystallization is but the first attempt of nature at *organization*. The same process may be observed in the formation of the crystals of ice, or in the crystallization of any chemical solution.

We must bear in mind that crystallization is not a process of *disintegration*, but of *formation*, a step forward in the endeavor of nature to advance the condition of matter. I maintain, that in no single instance has the crystallization of iron or any other metal been proved, as resulting from vibration, torsion or tension. Vibrations and other violent mechanical actions are processes which have a tendency to disintegrate, to destroy, to loosen, but they have no tendency to form

geometrically or to organize. The simple shaking of a chemical solution may promote crystallization, but this fact is no objection to my argument.

On the breaking of a bar of iron an apparently crystallized fracture may be discovered. But this appearance is only appearance, and nothing more. *There are no crystals!* The reflecting and shining metallic surfaces of the lacerated particles of iron which have been forcibly broken or torn apart, appear like crystals without being crystals. Any bar of iron may experimentally be broken in such a manner as to exhibit a crystalline fracture; and again so as to show nothing but fibre. But why is it that a fine, uniform steel can not be broken so as to exhibit crystals? Because it is a purer metal, more granular, less laminated, and more homogeneous and uniform in its texture than wrought iron. On the other hand, tough, fibrous laminar wrought iron, on being broken, will display shining surfaces, because they are forcibly drawn out and exposed by the rupture. Crystallographers have never succeeded yet in the measurement of those supposed crystals, and I expect they never will, simply because they exist only in imagination, but not in reality.

As this subject is one of great importance, and has a considerable scientific interest, I will, in order to guard against misapprehensions, explain further:

Wrought iron forms an alloy of pure iron, mixed with carbon and other elements. A certain quantity of impurities in the shape of good cinders appears to be necessary to impart strength and cohesion to this metal, and also to make it malleable, and to give it welding properties. The purer and denser the iron, the higher its welding heat; the impure and soft qualities require less. During the process of puddling, as well as blooming, the melted pig iron is mixed with cinder, and this mixing, which promotes adhesion, prevents the formation of crystals, which is the tendency of pure iron in a molten state. The puddled ball or bloom is a mixture of crystals of iron and of carbon and cinder. The subsequent squeezing, shingling, hammering or rolling, has the effect to condense, laminate, reduce and elongate these metallic crystals, at the same time removing and squeezing out any superabundant cinder that may remain inside. The longer this process of hammering and rolling is continued, the more will the particles of pure iron be incorporated and consolidated with the cinder, and thus combined, they will be drawn out, flattened and elongated. By the rolling process fibre is formed, the hammer makes it more granular and solid.

After all these processes have been gone through, what has become of the original crystals which were formed in the puddling furnace under the influence of a melting heat? Is it possible that any sensible man, on reflection, can look for crystals in a bar of iron thus treated?

An entirely different condition of things takes place in a large forging, which remains highly heated for a great length of time, and whose center may not be influenced by the mechanical action of a hammer. In this case the original fibrous bar, exposed to a long continuous heat, without being compressed by mechanical force, may undergo an entire change. Under the influence of heat, crystallization may then take place. I do not deny this, but I doubt it, because the loss of fibrous appearance, and the coarse condition of the inner part of a large fagot may be

principally owing to the destruction of the cinder.

All wrought-iron is a composition of laminae and threads of pure iron, enveloped and shrouded by films of cinder. The more the iron and cinder are compressed and worked, interlaced and incorporated, the greater will be its cohesion. But the cohesion between the cinder and iron once destroyed, and its strength is gone. Now keeping this process in view, it becomes plain why cohesion should be destroyed by an exposure to continuous vibration and concussion, under torsion or tension. There is no mystery whatever about this; it is a simple mechanical process. All cohesion may be destroyed by such action. The rupture of a bar of iron or steel, therefore, will take place *because of the forces applied to weaken the cohesion of the particles, and not because these particles have become crystallized.*

But while the fact is acknowledged, that iron may be fractured when exposed to great vibration, tension and torsion, another fact is equally well understood; the same material, when exposed to a moderate tension, with very slight or no vibration, will endure and be safe *an indefinite length of time.* Long experience has proved beyond any shadow of doubt, that good iron, if not exposed to a tension exceeding one-fifth of its ultimate strength, and not subjected to strong vibration or torsion, may be depended upon for one thousand years. Proofs of this kind are furnished by the iron fastenings which in former ages were put into roof trusses erected over some of the oldest christian churches still preserved.

What in this connection may be said of bar iron, applies with still greater force to wire. This material, in consequence of the manufacturing process which it undergoes, acquires a maximum strength. Bar iron of 1 to 1½ inch square section, fit to make the best quality of wire, should bear at the rate of 60,000 lbs. per square inch. But this same bar, when reduced to No. 9 wire, if well treated, will bear at the rate of 100,000 lbs. per square inch. And when drawn to No. 20, its strength will be increased 20 to 30,000 lbs. more, equal to common steel. Not only can this be accomplished experimentally, with a few select bars, but hundreds of tons may thus be supplied. It is also important to know that this great increase of strength is not ephemeral or passing away. On the contrary, it is enduring and lasting, provided its power of strength is not overtaxed. In some of my former reports I have cited proofs of this durability, but I cannot repeat them here without swelling this paper unnecessarily.

Within the reach of the engineer no material can be found superior to good iron wire. Steel wire, it is true, possesses greater strength, but its manufacture is not yet sufficiently perfected to insure entire uniformity, such as can be had in iron wire. The time, however, will come when the same uniformity will be obtained. In making this statement I wish it to be understood that it does not apply to specimen trials, but to experience on a large scale. I am aware that steel wire is now manufactured which bears 300,000 lbs. per square inch, but I have not been able yet, to obtain from any source, as much as one-half ton of such uniformity as I consider necessary and essential for the manufacture of good wire ropes and wire cables.

— Louis Napoleon has bought a pair of pistols in the Exposition for \$2,000.

Montana.

ITS MINES AND AGRICULTURE.

A correspondent of the New York *Tribune*, after graphically describing the route to, and portions of the scenery of Montana, makes the following remarks relative to its mining interests:

Virginia City, the capital of the territory, was founded in 1863, and was originally called Varina, in honor of the wife of Jefferson Davis. The first settlers were mainly Rebels, and to this day they have maintained their supremacy in this portion of Montana. Alder Gulch, of which Virginia was originally but the mining camp, was the richest gulch of the size ever found in any of our gold regions. It first built up a considerable mining town a mile below Virginia, called Nevada, but it has gone into dilapidation, and is practically abandoned. Out of this gulch millions of gold have been taken. For ten miles it has been worked, some places as much as 500 yards in width, and at its head are now found the richest quartz leads. Although every bushel of earth in the gulch has already been panned, still it is lined with miners who are now bringing the more improved systems to work it over again profitably. Ditches have been brought from lakes 10 miles distant, and the hydraulic process is now washing down the hard banks and sluicing the already once worked earth. A number of quartz mills have already been erected on the leads at the head of this gulch, and when brought down to proper management and legitimate enterprise, must make immense returns to mill-owners. It is admitted, I believe, that no better defined or richer leads are to be found on the continent than in the summit district. Imperfect machinery, worse direction, and impatient, ill-advised, and wasteful efforts at development have made failures on mines where practical men would gather fortunes. This whole belt, or rather the entire mass of broken and confused ranges, seem to be studded with the precious metals. Helena has taken a sudden start, and now distances this city in population and enterprise. Most productive gulches are being worked there, and very rich gold and silver mines have been developed and tested by mills. Argenta, 40 miles distant, has silver mines, which yield from \$100 to \$400 per ton, and the lead, or litharge, is worth \$2 50 per ton at the furnace. The litharge is 80 per cent. pure lead, and lead is now worth 30 cents per pound wholesale. It will in a short time become cheaper and supplant wood for roofing. I learn that one company will shortly turn out sheet-lead for that purpose. Deer Lodge, west of a high mountain range from here, has also developed very valuable gold and silver mines, and rich gulches are being worked there; and Edgerton and Jefferson, directly north of this, are yielding largely of both silver and gold. As yet, the Montana mines have not had to contend with the base metals as in Colorado, but as they descend on their mines, they will meet with them more or less. Their leads are yet in the infancy of their development, and at no point that I have been able to hear from have they reached a depth sufficient to prove the measure of richness of the Montana gold leads, while, in California, they must sink down a considerable depth to get paying ore, but they work ore at a profit from the grass roots, with labor and all expenses thrice as high. Laborers command \$5 per day; miners,

engineers, &c., from \$6 to \$8, and most of the ore is raised by shafts to hasten operations, instead of tunneling and waiting until proper systematic development is attained. I have seen ore worked profitably that costs \$25 per ton to deliver it from the mines, while in California the same ore would be delivered at about \$3. The hills in which the valuable leads are found are singularly adapted to the cheap delivery of ore by tunnels. Most of the mines I have seen could be reached by tunnels of a few hundred feet, and then be struck at a great depth from the surface. In a few years the mines will be worked as they should be. Speculative companies will die out in bankruptcy, and practical men will make the mountains yield fabulous quantities of gold and silver. When it is considered that these mines have not been known more than four years; that they have been almost inaccessible for machinery until one year ago, and then only by the perilous overland route, or the almost equally perilous waters of the Missouri, it is wonderful, indeed, that human energy could have accomplished what it has accomplished here. It is not strange that its quartz mining is most imperfect in both machinery and management, and thereby rendered comparatively unproductive. Notwithstanding all these obstacles, Montana is second only to California in her yield of gold, and will this year go up to fully twenty millions of treasure, with a gradual increase from year to year, as legitimate enterprise is displayed in her mines of almost boundless extent and bewildering wealth, I doubt whether any part of the world will yield such large returns on the same labor and capital as will Montana in time. Just now the best scientific talent is directed to the mastery of our Rocky Mountain ores; each year will simplify and cheapen their reduction; capital and energy will come, armed with the improvements science may offer, and make Montana, now with but four years of history, the great center of the production of the precious metals on this continent. It has the experience of the older mining Territories to profit by, and its almost impassable mountains have been a wall of protection against mad speculation and the waste of millions to paralyze legitimate operations. Colorado is cursed by speculative corporations, which have not vitality enough to live, and not sense enough to die, and they sit in idleness and bankruptcy upon valuable mines; but Montana is open to practical business enterprise, and will well repay those who thus come to develop her surpassing richness.

Mining, is not to be the only source of wealth in Montana. Agriculture seems to present an equally tempting field for enterprise. The correspondent says of its agricultural resources:

In addition to the vast mineral wealth of Montana the production of breadstuffs is now quite equal to the consumption. Wheat, barley, oats, and rye, and most vegetables, are raised here in the valleys in wonderful perfection. It will startle Eastern farmers to read that wheat fields in Montana have produced 80 bushels to the acre, but it is certainly true. Corn cannot be grown here, as the season is too short. Cattle graze out all the winter in the valleys, and usually keep in excellent order. Last winter, however, many were lost by the uncommon severity of the weather, but during any ordinary winter the cattle will sustain themselves comfortably on the grass. Even as far north as Fort Benton they graze

their stock all the year. The finest agricultural portion of the Territory is still uninhabited, save by the savages. The Yellowstone region has the most salubrious climate north of the Platte, and it must soon be surrendered by the red man, and blossom with beauty and plenty, to reward the husbandman.

From the above it would seem that all that is needed to render Montana an exporter instead of an importer of breadstuff is the facility for transportation. When the Pacific Railroads now contemplated are all constructed, and the country rendered comparatively free from the depredations of the savages, no adequate estimate can be now formed of what will be the annual product of the precious metals.

BRIDGING THE ENGLISH CHANNEL—M. Boutet, a French engineer, has designed a bridge to cross the English channel and connect France with England. According to the design, the bridge is to be of a sufficient width to carry a double line of railway, a carriage-road, a path on each side for foot passengers, and beyond the roads and paths a place for houses and shops. The superstructure of the bridge is to rest on thirty two piers, each of which is to be 200 meters in height and 100 meters in breadth. The piers are to be furnished with signal lights, so that they will act as beacons to shipping, and thus prevent "fouling."

The point selected on the French shore to locate that end of the bridge is Cape Blanc Nez, and on the English side the Shakespeare Cliff. The depth of the channel between these two points is found to be not more than from 30 to 36 meters, so that the roadway of the bridge would be about 170 meters above the level of the sea. The cost of the bridge is estimated at 400,000,000 francs, and M. Boutet proposes to form a company with that amount of capital to carry out the project.

PROGRESS OF MANUFACTURES—An Austrian correspondent, writing of the Paris Exposition, states as follows:—

"In Germany there is but one opinion on the question of progress shown by the different countries since the last great international exhibition. The advance is in general not thought to be great. What France, for example, displays is good and even admirable, but the difference is found to be very small between that produced by her at the last exhibition and at the present one. But in two countries it is said that an enormous progress is perceptible—in the United States of America and in England. Competent authorities—men, for example, who were sent by the German Government to Paris to study and report what they saw there—express this opinion; and as a leaning towards America or England is not a distinctive attribute of the Germans of to-day, the opinion expressed by them, favorable as it is for those two countries, may be implicitly relied on."

THE "CIGAR SHIP."—Messrs. Winans are having new boilers made for the "cigar ship," the present boilers having given great trouble by priming. Notwithstanding this, a series of very interesting experiments have been made which have proved the excellent qualities of the ship, and, with boilers giving the full power originally intended, it is not doubted that the highest rate of speed yet counted upon will be attained.—*Mechanics' Magazine.*

MONETARY AND COMMERCIAL.

In the midst of the heated term, and in the absence of any disturbing cause, it is not expected that very great activity will prevail in financial circles. The present season is no exception to the general rule; with a large number of merchants and operators away from home, there is but little demand for money for legitimate purposes, and speculative paper seldom meets with favor from bankers in this market; hence, universal quietness prevails.

The supply of Exchange is good, and the demand limited, leaving the market easy at quotations:

	Buying.	Selling.
New York	50 dis. @ par	par @ 50 prem.
Philadelphia	50 dis. @ par	par @ 50 prem.
Boston	50 dis. @ par	par @ 50 prem.
Gold	130 3/4	140 3/4
Silver	129 @ 132	134

The New York gold market has been firm throughout the entire week. The following table exhibits the daily fluctuations:

	Opening.	Highest.	Lowest.	Closing.
Aug. 1.....	139 3/4	140 5/8	139 3/4	140
" 2.....	140	140 3/4	140	140 1/4
" 3.....	140 1/4	140 1/2	140 1/4	140 1/4
" 4.....	140 1/2	140 3/4	140 1/2	140 1/4
" 5.....	140 3/4	140 3/4	140 3/4	140 1/4
" 6.....	140 3/4	140 3/4	140	140
" 7.....	140 3/4	140 3/4	140	140 1/4

Of the New York market, the *Tribune* says:

"Money is easy on call to good borrowers, and bank loans still remain at 4 per cent. in rare cases only. There is more doing in money for the interior, but the demand from that quarter is readily supplied. Commercial paper is without change.

"Government stocks are steady. The general share market opened dull, but strengthened as the day advanced, especially upon Erie, which touched 70 1/2, and Michigan Southern, which rose to 81 1/2. The breakdown on Saturday has made it more difficult to make arrangements to carry large blocks of stock, or to make long engagements. After the call the market was steady, and at the Second Board prices were higher. Erie, 71; New York Central, 105 1/4; Cleveland and Pittsburg, 95 1/4; Rock Island, 103. After the Board there was a slight reaction, but the market rallied directly, and Erie sold at 71 3/4, and the balance of the market advanced, and the highest prices of the day were made. At the close the market was strong, and the offerings of stocks were small. Rock Island was active, selling at 103 1/2; Northwestern Common, 47 1/2; the Preferred; 70 3/4. The closing prices were: New York Central, 105 1/4 @ 105 1/4; Erie, 71 1/2 @ 71 1/2; Reading, 105 3/4 @ 106; Michigan Southern, 81 1/4 @ 81 1/4; Cleveland and Pittsburg, 95 @ 95 1/4; Rock Island, 103 1/4 @ 103 1/2; Northwestern, 47 1/2 @ 47 1/2; Northwestern Preferred, 70 3/4 @ 70 3/4; Fort Wayne, 106 1/4 @ 106 1/2.

Receipts of the Western Union Railroad Company, for the week ending July 31:

	1867.	1866.	Inc.	Dec.
Freight.....	\$13,201 21	\$17,780 62	.....	\$4,579 41
Passengers	4,122 35	3,829 32	293 03	.....
Express and Tel.	320 00	250 00	70 00	.....
Mail.....	375 00	379 91	.....	4 91

Totals.....\$18,018 56 \$22,239 85

Receipts from January 1, to July 31:

1866.....	\$438,847 49
1867.....	320,519 06

Decrease.....\$118,328 43

R. W. CARROLL & CO.

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BOOKSELLERS AND STATIONERS,

No. 117 West Fourth Street,

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Keep always in stock a full assortment of

BOOKS & STATIONERY AT LOWEST PRICES.

BLANK BOOKS,

Of any desired pattern made to order promptly.

Particular attention paid to BLANK BOOKS and BLANK WORK for

RAILROADS,

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MANUFACTURERS,

EXPRESS COMPANIES,

PUBLIC OFFICES, Etc., Etc.

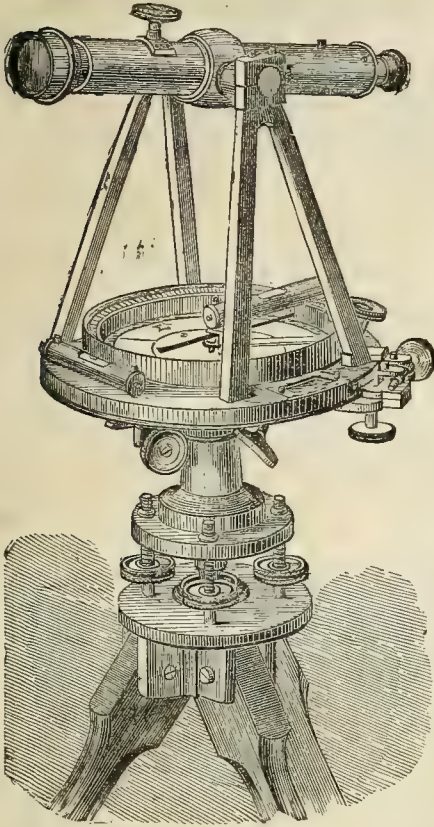
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TRANSITS, LEVELS,
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OIL LANDS,
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The Great Crocus Well,

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*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. For Tickets over 2 3/4 inches in width.

SIZE NO.	NO. OF FORMS.	PRICES.	SIZE NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
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All orders addressed to us will receive prompt attention.

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SPECIALTY,

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STRETCHERS,

Illuminated and Plain Show Cards.

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J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R.R., Indiana at
[Aug. 2, tf.]

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Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.
WITH THE

STEAM SYPHON WATER-STATION

Locomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

Wherever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circu and other information, address,

STEAM SYPHON COMPANY,
48 Day Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

THROUGH —FROM— CINCINNATI TO NEW YORK

WITHOUT CHANGE OF
COACHES!

—VIA—

Atlantic & Great Western R'y.



The Night Express will run as follows:

Leave CINCINNATI.....	5.00 P. M.
Arrive DAYTON.....	7.20 "
Leave DAYTON.....	7.40 "
" URBANA.....	9.03 "
" MARION.....	10.50 "
" CALEDONIA.....	11.10 "
Arrive GALLIEN.....	11.40 "
Leave ".....	11.45 "
Arrive MANSFIELD.....	12.30 A. M.
" ASHLAND.....	1.20 "
" AKRON.....	3.37 "
" KENT.....	4.10 "
" RAVENNA.....	4.39 "
" WARREN.....	5.52 "
" GREENVILLE.....	7.20 "
" MEADVILLE.....	8.35 "
Leave ".....	9.00 "
Arrive CORRY.....	10.53 "
Leave ".....	10.58 "
Arrive JAMESTOWN.....	12.10 P. M.
Arrive SALAMANCA.....	1.45 "
" NEW YORK.....	7.00 A. M.
" BOSTON.....	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequaled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

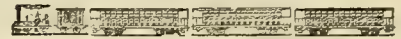
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SHATTUC, Gen'l Ticket Agt. I. D. RUCKER, Supt,

CENTRAL RAILROAD

--OF--

NEW-JERSEY.



On and after Monday, May 21, 1865, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers from the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.
State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville. arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

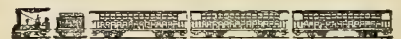
2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

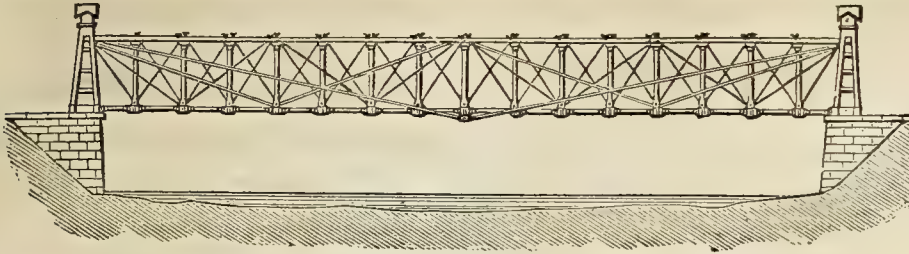
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
1 S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. my11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio River and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester Road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 *lower than the cost by any other line*, as recently charged; and the rate to Baltimore being \$1.50 *lower than recently charged by way of Harrisburg*.

This is the *ONLY ROUTE* by which passengers can procure *through tickets and through checks to WASHINGTON CITY*.

W. P. SMITH, *Master Transportation, Baltimore*
J. H. SULLIVAN, *Gen. Wagon Agent, Belleaire, O.*
L. M. COLE, *Gen. Ticket Agent, Baltimore.*

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; B. R. House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

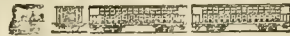
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time **TWELVE MINUTES SLOWER** than Cincinnati time.

For all information and through tickets, please apply the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the **RIGHT TICKET OFFICE** before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front-street where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

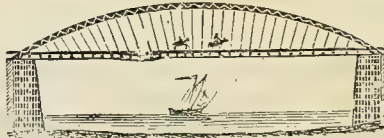
C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished iron is conducted at our own Works June 9.

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

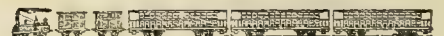
Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same. &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, THOS. T. TASKER, JR., CHAS. WHEELER, S. P. M. TASKER
BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA FOR THE SOUTH DAILY

4:15 (Express Monday excepted). 8:15 A. M.; 11:45 A. M. (Express); 2:30 P. M.; 11:30 P. M. night.

On Sundays, 4:30 A. M.; 11:30 P. M. Leave Baltimore for North and West, 7:35 A. M.; 9:20 A. M. (Express); 1:10 P. M. (Express); 6:35 P. M.; 8:2 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 2:30 Washington at 4:15 A. M., and 11:00 P. M. Leave Baltimore for Philadelphia at 8:25 P. M.

Leave Philadelphia for Wilmington at 11:30 P. M. Leave Wilmington for Philadelphia at 8:30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON.

{ Editors

CINCINNATI:
THURSDAY, AUGUST 15, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
“ “ per month.....	3 00
“ “ six months.....	12 00
“ “ per annum.....	20 00
“ column, single insertion.....	5 00
“ “ per month.....	10 00
“ “ six months.....	40 00
“ “ per annum.....	80 00
“ page, single insertion.....	75 00
“ “ per month.....	25 00
“ “ six months.....	110 00
“ “ per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.
DEPART. ARRIVE.

Night Express.....	5:00 P. M.	6:10 P. M.
LITTLE MIAMI.		
Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.		
Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.		
Depot on Pear street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.		
Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:50 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION		
Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.		
Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.		
St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.		
Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.		
Express.....	6:40 A. M.	6:00 P. M.
Lexington Express.....	8:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.		
Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

Cincinnati & Norfolk—Covington & Ohio Railroad.

Under this head our correspondent "S. N." gave us an excellent and interesting article, in the last number of the RECORD. In this subject, we take a deep interest; for after looking at it from different points of view, we are convinced that a direct line of railroad from Cincinnati to Norfolk, would be equally, if not more advantageous to Cincinnati, than one to Charleston. The distance on which the road could be made, is no greater than that to Charleston. The *straight* line (from point to point) either to Norfolk or Charleston is about equal, varying but little from 500 miles. Probably a railroad to either point must be 650 miles, even when made most direct; the intervening mountains, on both lines, requiring many long bends. The practical results would be about the same. When the road is well made and as direct as possible, it may be run from Cincinnati to Norfolk in 24 hours. In any event, it will be easier to reach Norfolk than New York; and when there, no port in the United States affords more advantages for either foreign or domestic commerce. Norfolk and Newport, with Pensacola, Florida, are the best harbors in the United States. Why New York, Philadelphia, or Baltimore has taken the place of either of these, as great shipping ports, arises wholly from causes which are, or may be removed. 1. New York did not arrive to great importance as a commercial port, *till after the construction of the Erie canal*. Till then, Philadelphia kept pace with her. Philadelphia did this, as she has now reached half a million of people, by virtue of *her roads connecting her with the interior*. Baltimore did not arrive to importance, *till the railroad to Cumberland was made*. We see, then, that it is this communication with the interior, which has built up the northern Atlantic cities. It is the great grain fields of the West, which has made those cities. Why should not the cities of the South have a direct access to those fields? And why, if they do, should not the same effects be produced? The Southern cities are far better for foreign commerce in winter; and as we see, may communicate with the Valley of the Ohio easier. If the communications of Norfolk and Charleston with the Valley of the Ohio, were made as easy as those of New York, the effect would be incalculable. 2. Another great obstacle to the growth of the Southern ports has been removed by the abolition of slavery. The effect will soon be seen to be prodigious. New York, a free city filled with Northern enterprise, drew the sympathies as well as the trade of foreign countries to herself. Nothing of this sort now exists. Neither the Ohio Valley, or foreign countries care any more about trading with New York, than with Norfolk or Charleston, now that slavery is abolished and secession dead. The moral advan-

tages which New York has heretofore had, is gone, and it only remains to make the internal communications between the Central West, and the Southern Atlantic, as good as they are to New York and Philadelphia, to make a wonderful change in the prospects of Southern cities. Then the question is, *how* shall the Norfolk line be made? For, we despair of any thing prompt or useful being done in Kentucky. "S. N." says, that \$7,500,000 will complete the road. If so, there *ought* to be means of doing it immediately; and the mode proposed of raising it, by counties and mortgage seems practicable. "S. N." says, it will *pay* on that capital. *We* say, that the line from the Ohio River to Norfolk will pay, as a whole, good dividends on four times that cost. We speak advisedly. The four great Trunk lines from the West to the Atlantic have *gross receipts*, not far from fifty millions of dollars. They average at least *twelve millions* per annum gross; and of that, 45 per cent. is net profit. That is, the average *net profit*, on one of their lines is over *five millions per annum*. Now, there are *four great competing lines*, for the Eastern Atlantic trade. The Norfolk line would draw largely from the business of all of them; which, with its own local business would make it equal in results, to one of these. Let us suppose, it makes less than half the profit of the Pennsylvania, and it will have *two and a half millions* net profit; or *eight per cent. on thirty millions of capital*. We don't know what the Norfolk, and Pittsburgh, and the Virginia Central cost; but it is quite obvious, that the whole of them to the Ohio River would not cost *thirty millions*. One point made by "S. N." is of great importance, and one we did not know of, viz.: that the *grades* are easy. This is a point of supreme importance. This is the only reason why the New York Central competes successfully with the Pennsylvania and Baltimore routes, where they have 100 miles of distance in their favor. If the grades be so much easier than the Baltimore road, as is represented, the Virginia road will have greatly the advantage. "S. N." suggests the connection from Gallipolis to Hamden, which is only 31 miles, and beyond all doubt this link could be easily made; *provided*, and that is matter of importance, that the Cincinnati and Marietta Railroad will agree to give the Virginia Road equal advantage with the Baltimore Road, which seems now to have some control over the Marietta. This has always been a difficult point to arrange among Railroads, to give other lines equal benefits. But, in this case, the Virginia traffic would pass over the largest part of the Marietta line, and then be of too great importance to that road to be thrown away. If, however, there is any difficulty on that point, it will be easy to make a line from Gallipolis through Portsmouth to Cincinnati. This project was proposed twenty years ago, and is among the number which were advocated in the columns of the RECORD.

Indeed, we think the time has come, when an Ohio River line may be made with great profit. It might go through the interior of Clermont and Brown counties, strike Portsmouth, cut off the great bend of the Ohio, and reach Gallipolis and Pomeroy, through the Iron region. This road would be one of immense traffic; but, at present, should only be considered as subordinate to that of the Virginia road.

The advantages of the road through Western Virginia would be immense, and not the least, would be the Watering place of the Virginia Mountains. Ten thousand people in Cincinnati want a summer resort, and they want it, if possible, in the Valley of the Ohio. They would never go to Virginia, while it was embarrassed by slavery and secession. But, these iniquities are now only the ghosts of darkness; and the thousands of well to do people in Cincinnati, who seek summer resorts, will be glad to find them in the mountains of the Ohio. Cincinnati is now advancing with rapid rate to the magnitude of an immense city. It will flow out in every direction. It must develop the manufacturing facilities of the country, East and South of it; those immense deposits of coal, iron, copper, lead and tin, which in the mountain ranges, extending from Eastern Virginia to Northern Georgia. Make the Cincinnati and Norfolk road, and St. Louis and Chicago will be tributary to Cincinnati for much of their trade with the Southern Atlantic. Nothing is now of more interest to Cincinnati than the Cincinnati and Norfolk road. Make this road, and it will make a new era.

Receipts of the Western Union Railroad Company, for the week ending August 7:

	1867.	1866.	Inc.	Dec.
Freight.....	\$7,883 25	\$8,026 86	.....	\$143 61
Passengers	3,093 67	2,999 02	94 65	.....
Express and Tel.	320 00	250 09	70 00	.....
Mail.....	375 00	379 91	.....	4 91

Totals.....\$11,671 92 \$11,655 79

Receipts from January 1, to August 7:

1866.....	\$450 503 28
1867.....	332,190 98
Decrease.....	\$118,312 30

BALTIMORE AND POTOMAC RAILROAD.—The *Prince Georgian*, of Upper Marlboro', Md., says the annual meeting of the stockholders of the above mentioned road will be held at Upper Marlboro' on Wednesday, the 4th day of September next, and adds: "The preliminary lines between this place and Baltimore have been already surveyed. One corps of engineers is now locating them, and another will proceed immediately on a similar work from this place to the Potomac direct. Public interest daily increases as to the progress and success of the work."

IMPROVEMENT IN PAPER MANUFACTURE.—We have received from Mr. Henry Betts, of Norwalk, Conn., a sample of good white paper made from sedge-grass, which he informs us can be sold at a fair profit for ten cents per pound.

Railroads of Cincinnati—Central Union Depot.

The attention of the press and many leading business men is attracted to the evils resulting not only to the railroads leading to and from the city, but also to the general loss of business to our merchants and manufacturers, from the isolated positions of the depots. There are several plans proposed to remedy or partially remedy this evil, among others the *Commercial* of Sunday last proposes the following:—

SUGGESTION OF A RAILROAD IMPROVEMENT.

The enlargement of business in the Seventeenth Ward, and the increase of population there, have brought about a feeling of hostility to the Little Miami Railroad, particularly since the company has had to expand the area of its working territory, that is very bitter, and becoming yearly more intense. We are not able to say what that narrow strip of country would have been had the railroad not run through it, but certainly now the track and its busy travel have come to be looked upon as a serious nuisance that can scarcely be endured. The company is cramped for space, and really had a bad location for its entrance into the city, but doubtless when it was engineered there was but faint calculation of what the future development of the business of the line would be, or what its desirable connections. It has outgrown its accommodations, and should have larger and better. To secure these and a much better entrance way into the city, it would be well if the company would possess itself of the property of the Dayton Short Line Company in the tunnel, establish a line branching from Plainville or Red Bank, leading to it and come through the hill into Deer creek Valley. A less amount of valuable property would be interfered with in this way than by any other possible route into the city. Depots for freight and passengers could be most conveniently located, and no hindrance to the travel of the streets of consequence would be established. The location of the road there would tend vastly to improve surrounding or contiguous property. We can, besides, see no reasonable objection to an extension of the road down the valley to a junction with its present terminus; but on the other hand great advantages as well to the road as to the city. By such an arrangement one of the tracks could be used for incoming trains and the other for outgoing, making the semi circuit through the valley. Front street through Fulton would then have only half its traffic and the road would be provided with space for all future growth. This arrangement would make practicable the accommodation of other roads than the Little Miami, so that if the probable expense should be terrifying to one company, others might be induced to share it on advantageous terms.

The work that has thus far been done on the tunnel will, some day or other, insure its completion. The Little Miami Company may discover that an unwise thing has been done if any other live company comes into the control of this property of the *effete* short line. Not among the least of the advantages to the city from such an enterprise, and one which should prompt great liberality to the company that would undertake the completion of the tunnel, would be the obtaining of earth which could be so conveniently used in making a practicable grade of the valley and building the projected new streets.

That the above would relieve the Seventeenth Ward of the track of the Little Miami we cannot doubt; but is it desirable for the Seventeenth Ward that this should be done? Much of the prosperity of this Ward is due to the railroad, and many parties who have been induced to locate on the line of the road would be seriously injured in the value of their property by the absolute removal of the road bed as proposed. We believe, however, that it is to the interest of the Little Miami Railroad to own or control the tunnel entrance to the city; but to make it valuable to them or any one else, it would be necessary for the City Council to adopt a liberal policy, and carry out the plans we proposed in the *Record* over twelve years ago, of a tunnel connection centering at or near the Sixth Street Market Space. In several of our issues of June and July, 1855, and on numerous occasions since, we have shown the advantages of this plan over all others proposed. It is probably true that nearly all the roads might object to it, not that it is not the best, but merely because each road has their own depot and fixtures, and each wants the others to be forced to come to them. At the time of which we speak, we then showed the tunnel plan as not only the best but the cheapest, and we do not now see any reason to change our opinion.

St. Louis is about to adopt a similar plan of connecting the railroads centering in that city; and most assuredly no city in the world is better situated for carrying out such an enterprise than is Cincinnati. The very evils that are now complained of, relative to loss of business, and Cincinnati being a sort of mere switch station, were fully pointed out by us, all of which could have been prevented and Cincinnati made a great controlling railroad centre by the expenditure of from a half to three-quarters of a million of dollars at that time. It would probably cost more now, but not a great deal.

Will it be done? It ought to be, but we do not believe it will. The jealousies of the roads, "the don't care, none of my business" character of our citizens, and the absence of a comprehensive and liberal policy of the City Council, all conspire to prevent it.

We shall refer to this subject again, but will close the present article with the statement of an important fact that should have a full share of influence on this subject, that is that the present bridge over the Ohio is admirably adapted to the plan we propose. Of its capacity for this purpose, the reader of the article in to-day's issue relative to the "East River Bridge" will observe that the writer says, "Mr. ROEBLING thinks that if a special railway track was laid down on the centre of the floor of the Ohio bridge, trains could run at a speed of 20 miles per hour without producing any more vibration than are usually noticed in the best constructed iron truss bridges of ordinary spans."

In regard to the height of the bridge being an objection, this would be found to be an error; it is an advantage. A special track should be constructed above the present one, either suspended on special cables, or built on a truss properly constructed for the purpose, as should be determined best by Mr. ROEBLING; the approaches to and from the bridge would then be above the streets and no impediment would be offered to general business.

Peninsular Railway.

GRAND RAILROAD CONVENTION — DELEGATES FROM INDIANA AND THE EASTERN LINE THROUGH MICHIGAN.

We learn from the *Battle Creek Journal* that on Aug. 1st and 2d, there was a Convention of a number of gentlemen, representing the interests of Port Huron and Lake Michigan, the Peninsular Railway, Peninsular Extension, and Peninsular Railway of Indiana, who met in that city, for the purpose of consulting upon measures tending to facilitate the completion of their respective lines.

The projected route is from Port Huron *via* Lansing, Battle Creek, South Bend, and other places in Indiana, to Chicago, or by way of Joliet and Mendota, to connect with the Union Pacific Railway at some point on or near the Mississippi River. There were present, representing the Port Huron and Lake Michigan Railroad Company, Hon. W. L. Bancroft, of Port Huron; representing the Peninsular Railroad of Indiana, Hon. Thos. S. Stanfield, of South Bend, the President of the Company, and Samuel J. Anthony, Deforest L. Skinner and Ruel Starr, of Valparaiso, and R. Montgomery, of Mishawaka; and representing the Peninsular Railway and Peninsular Railway Extension Companies of Michigan, L. D. Dibble, the President of those Companies, and Hon. Joseph Musgrave, the Treasurer, and Hon. M. S. Brackett, the Secretary, C. Cummings, R. Fitzgerald, J. M. Ward, W. Wallace, and E. W. Pendill, Esq., Directors of the Peninsular Railway Company; and also, S. T. Read, Hon. W. G. Beckwith, President of the Michigan State Agricultural Society, S. D. Wright, Asa Kingsbury, Stephen Eldred, and Thos. B. Eldred, representing the Peninsular Railway Extension Company, and also many of the principal citizens of Battle Creek.

The executive officers of those four companies, constituting the entire line from Port Huron to the State line, between Indiana and Illinois, entered into an agreement in writing, consolidating their several companies, for all business and practical purposes, into one, simply reserving the local business and management of their respective companies to themselves. Through that arrangement, those companies will constitute a corporation as important as a through channel of communication and traffic, as either the Michigan Central, or Michigan Southern. By that, a new line of travel and trade will be opened between the East and West, as a Resolution was unanimously adopted, that the entire line should be put in readiness for the iron on or before the first day of September, 1868. The gentlemen in whose charge the management of those roads has been, during the last twelve or fifteen months, will not permit the public to be disappointed. The project is one of the people along its line,—they need the road, and

they have the ability to construct it, and have decreed that it shall be done.

From Port Huron to Lansing, nearly two thirds of the road-bed is now ready for the iron, and nearly all the means necessary for that purpose have been raised to complete it for the iron to Lansing. The arrangements for the iron for the same have been made, and the company will commence laying it this fall. From Lansing to Battle Creek sufficient means have already been raised to complete the road between those places, and fully one-half of the work is done, and nearly all the timber, lumber and ties are delivered along its line, and most of the bridges are erected. The whole road can be put in readiness for the iron in three months.

From Battle Creek to the Indiana State line, the company is organized, and nearly all the money necessary to make and tie the road has already been raised. The Engineers will commence the location of the same this week, and while that is being done, the right of way and the balance of the means will be obtained. The Directors have determined to commence the grading this Fall, so as to get out the ties and timber during the winter, and to lay the iron early next summer. The road passes through the wealthiest and best part of Southern Michigan.

The company through Indiana has been organized since last Fall, nearly one-half of the line has been located, and all the means necessary for the completion of the road within that State has been raised and pledged, as soon as the work commences west of Battle Creek in Michigan; it will also commence in Indiana, and will proceed *pari passu*.

This great work has now proceeded so far that it cannot be a failure. Its early completion only depends on the energy and liberality of its friends; it must be built by their money, and the sooner that is subscribed and paid in, on those parts of the line where they are yet in arrears, the sooner will they enjoy its great advantages.

The East and the West are looking with interest and anxiety to the success of this great enterprise; an enterprise equal in a commercial point of view to any existing road, or to any in contemplation; superior to any other, because it is not projected by foreign capitalists, but by the people along its line, who seek its conveniences, and will secure its profits.

COPPER ORE IN LEHIGH COUNTY.—We have been informed that a company of gentlemen of this city have leased a tract of land, eight acres, situated in North Whitehall township and within a short distance of Guthsville, of Mr. Reuben Sieger, with a view of opening a copper mine. The surface indications are pronounced as being good, and the old story that copper has been found in that vicinity years ago has caused them to take this step. The company is an enterprising one, and work will be commenced at that place immediately.—*Allentown News*.

WISCONSIN LUMBER.—A correspondent of the Milwaukee *Sentinel* states that there have already passed Kilbourne City on the way to the Mississippi, 2,226 rafts of lumber, estimated to contain 135,560,000 feet of lumber, and 77,910,000 shingles. It is furthermore estimated that the total quantity of the two commodities rafted down that stream the present year will not fall short of 178,000,000 feet of lumber and 103,900,000 shingles, valued in the aggregate at over \$4,000,000.

Andersonville Prisoners.

ROOMS OF THE COMMITTEE ON THE TREATMENT OF PRISONERS OF WAR AND UNION CITIZENS, WASHINGTON, D. C., July 16, 1867.

In pursuance of a series of resolutions passed by the House of Representatives, July 10, 1867, the undersigned were appointed a committee to investigate the "Treatment of Prisoners of War and Union Citizens held by the Confederate authorities during the late rebellion."

All persons in possession of important information upon either of these subjects are earnestly requested to address the Committee, as directed below, stating:

First. The name, age, and post office address of the writer.

Second. If a soldier or seaman, his rank or position, or with what command he served.

Third. A full statement of all facts known to the writer touching his own imprisonment or treatment, and that of others, either soldier or citizen, giving as far as possible, names, places, and dates, with names of Confederate officers in charge.

Correspondents from New York, New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Louisiana, Mississippi, Arkansas, Texas, and the States and Territories lying west of the Rocky Mountains, will please address

JOHN P. C. SHANKS, M. C.

Washington, D. C.

Correspondents from Missouri, Iowa, Kansas, Nebraska, Nevada, and the Territories east of the Rocky Mountains, will address

WILLIAM A. PILE, M. C.,

St. Louis, Mo.

Correspondents from Illinois, Indiana, Wisconsin, and Minnesota will address

ABNER C. HARDING, M. C.,

Monmouth, Ill.

Correspondents from the New England States will address

AARON F. STEVENS, M. C.,

Nashua, N. H.

Correspondents from Ohio, Michigan, Kentucky, and Tennessee will address

WILLIAM MUNGEN, M. C.,

Findlay, Ohio.

Communications addressed to the members of the Committee will be free of postage.

It is the intention of the Committee to collect all facts necessary to make a thorough official history of this subject.

The various newspapers throughout the country are requested to give this Circular a gratuitous insertion, together with such notice as they may deem proper.

JOHN P. C. SHANKS,

WILLIAM A. PILE,

JOHN D. LARRABEE,

ABNER C. HARDING,

Clerk.

AARON F. STEVENS,

WILLIAM MUNGEN,

Committee.

POPULATION OF TOWNS IN GREAT BRITAIN.—The population of London in the middle of the present year is estimated by the Registrar General at 3,082,372; of Edinburgh (city), 176,081; of Dublin (city) and some suburbs, 319,210; of the borough of Liverpool, 492,439; of the city of Manchester, 362,823, and of the borough of Salford, 115,013; of the city of Glasgow, 440,976; of the borough of Birmingham, 343,648; of the borough of Leeds, 232,428; of the borough of Sheffield, 325,190; of the city of Bristol, 165,572; of the borough of Newcastle on Tyne, 125,960; of the borough of Hull, 106,740.

Debts and Taxation of our Large Cities.

[From the Financial Chronicle.]

We have been at considerable pains to procure statistics throwing light upon the changes in the fiscal condition of our large cities within the last six years. Owing to the incompleteness of returns, our material for this purpose is much less comprehensive than we could have desired. The figures obtained, however, have been derived from official sources and will at least afford data for general estimates approximating accuracy. We are enabled to present complete details of population, valuation and indebtedness from fourteen of the principal cities, and the rule found to obtain in these cases may perhaps be assumed to apply to our cities generally.

CITIES.		Population.		Valuation.		Indebtedness.	
		1860.	1866.	1860.	1866.	1860.	1866.
New York.....	N. Y.	813,669	900,000	\$576,631,707	\$737,999,908	\$23,493,644	\$41,791,176
Philadelphia.....	Penn.	563,529	622,082	*	*	21,029,735	35,16,721
Brooklyn.....	N. Y.	266,661	300,000	105,174,507	123,427,840	7,643,899	10,123,419
Baltimore.....	Md.	212,418	239,070	1,946,175	139,000,008	17,938,855	21,938,856
Boston.....	Mass.	17,840	192,324	270,861,000	371,922,775	9,342,799	12,845,376
Cincinnati.....	Ohio.	161,044	193,233	91,961,375	130,745,993	3,752,000	3,903,000
St. Louis.....	Mo.	160,773	204,327	102,408,240	124,477,200	5,006,000	5,644,000
Chicago.....	Ill.	109,260	200,418	37,053,512	85,953,200	2,009,000	5,347,464
Buffalo.....	N. Y.	81,129	94,502	*	*	579,000	6,547,000
Newark.....	N. J.	71,914	87,413	30,045,299	*	316,000	533,000
Louisville.....	Ky.	68,033	100,000	27,873,003	43,108,569	4,061,000	4,111,000
Albany.....	N. Y.	63,367	62,613	2,958,868	*	1,570,850	2,453,500
San Francisco.....	Cal.	56,802	80,000	35,809,639	75,972,470	2,942,519	4,947,200
Providence.....	R. I.	50,606	54,595	61,118,300	.....	1,400,000	1,400,000

* No proper valuation stated in reports.

A glance at the column of valuation will show that the increase has not kept pace with the actual increase of the value of property. In nearly all the large cities real estate is now worth nearly double its value in 1860; yet the increase in the official figures shown above does not average over 30 per cent. Perhaps it may be safely assumed that the assessment valuation, considering what it omits as well as what it under-estimates, does not represent more than half the real value of property in the several cities.

The aggregate indebtedness of the above cities has been increased during the six years from about \$103,500,000 to about \$149,500,000. This gives an average increase of about 45 per cent. In the case of the Western cities the increase has been comparatively light. Cincinnati has reduced its debt \$500,000, while St. Louis has added only \$640,000 to its indebtedness. In the case of Chicago there is a very decided increase, but chiefly owing to the construction of extensive public works. The increase is in the largest ratio in the cities of New York Philadelphia Boston, Brooklyn and Baltimore, where heavy debts have been incurred for military purposes. In order to estimate the relation of the valuation and debts of the cities to their respective populations, it is necessary to divide each item by the total populations; by which process we obtain the following result, showing the valuation and the debt per head of the population of each city:

CITIES.	Valuation.		Indebtedness.	
	Per capita Pop.	Per capita Val.	Per capita Debt.	Per cent. of Val.
New York.....	1860 1866	1860 1866	1860 1866	1860 1866
Philadelphia.....	\$209 \$220	\$28.87 \$41.33	4.07 5.65	.....
Brooklyn.....	394 411	28.64 33.41	7.27 8.11	.....
Baltimore.....	562 581	24.29 21.73	14.98 15.77	.....
Boston.....	1,537 1,934	52.41 66.80	3.39 3.47	.....
Cincinnati.....	380 430	23.29 16.57	4.08 2.45	.....
St. Louis.....	637 621	21.14 27.62	4.89 4.45	.....
Chicago.....	340 429	19.18 26.93	5.65 6.29	.....
Buffalo.....	.....	7.13	.....	.....
Newark.....	13	4.39	9.53	1.05
Louisville.....	409 431	41.11 41.18	0.76 9.55	.....
Albany.....	394	24.79	6.29	.....
San Francisco.....	30 949	52.69 61.84	8.26 6.51	.....
Providence.....	1,306	27.53	2.29	.....

rally. The valuation given is in each case that made for the purpose of local assessments, and although the best attainable, is well known to fall much below the real value of the property—a fact for which due allowance must be made in estimates. On the other hand, the figures representing the indebtedness of the cities may lead to exaggerated estimates in those cases where the corporations hold assets in the shape of securities, productive real estate or sinking funds. Our chief purpose, however, being to ascertain the changes in the amount of the city debts, as it may be assumed that no important fluctuations have occurred in the list of assets, the omission of this data is not material to the result sought. The following table shows the population, valuation and debt of fourteen principal cities in 1860 and 1866 respectively:

taxes assessed in the cities named for city and county purposes for the years 1860 and 1866, and their relation to population:

	Amount.		Rate p. cap.	
	1860.	1866.	1860.	1866.
New York.....	\$7,649,773	\$15,616,696	\$9.10	\$17.34
Philadelphia.....	2,334,252	5,084,339	4.13	8.17
Boston.....	2,294,533	4,224,202	12.90	21.98
Cincinnati.....	1,946,621	2,018,322	8.06	10.39
Chicago.....	373,315	1,719,144	3.42	8.37
San Francisco.....	896,666	1,496,657	14.03	18.71

The increase in the city and county taxation shown in these figures is astounding. In New York city these taxes now amount to \$17.34 per head, against \$9.40 in 1860; in Boston the increase is \$9.08 per head; in Philadelphia \$4.04; in Cincinnati \$2.33; in Chicago \$5.15; and in San Francisco \$4.68. In order, however, to ascertain the whole amount of taxation to which our city populations are subject, it is necessary to add to the foregoing the share *per capita* of taxes levied for State purposes, and also of federal imposts. The amount of State taxes levied in these States, and the proportion *per capita*, compare as follows:

	Amount of taxes.		Tax p. capita.	
	1860.	1866.	1860.	1866.
New York.....	\$4,376,167	\$17,369,443	\$1.13	\$1.84
Pennsylvania.....	2,048,967	4,061,148	0.81	1.27
Massachusetts.....	901,030	3,175,531	0.73	2.49
Ohio.....	354,713	3,867,167	1.50	1.59
Illinois.....	1,857,792	2,514,023	1.07	1.17
California.....	1,131,063	2,233,492	2.99	4.96

The following is a statement of the population, taxation, customs and debt of the United States in 1860 and 1866, and their relation to population:

	1860.	1866.	1860.	1866.
Population.....	31,500,000	35,000,000	per capita.	per capita.
Internal revenue.....	8309,261.83	.....	\$ 23	.....
Customs.....	53,187,512	17,946,651	\$1.69	5.12
National debt.....	64,769,743	178,423,879	2.06	79.53

The whole taxation per head of the populations of the respective cities may be thus summarized:

City & Co.	State.		Federal.		Total.	
	1860.	1866.	1860.	1866.	1860.	1866.
New York.....	\$9.40	\$17.34	\$1.13	\$1.84	\$10.53	\$19.18
Philadelphia.....	4.13	8.17	0.81	1.27	4.94	9.44
Boston.....	12.90	21.98	0.73	2.49	13.63	24.47
Cincinnati.....	8.06	10.39	1.50	1.59	9.56	11.98
Chicago.....	3.42	8.37	1.07	1.17	4.49	9.54
San Francisco.....	14.03	18.71	2.99	4.96	17.02	23.67

It will appear from a comparison of these figures that the total taxation of our city population, so far as may be judged from the cities here instanced, has increased from about \$12 per head in 1860 to \$30 per head in 1866. There is considerable diversity in the proportions between the different cities, and the ratio of increase also varies materially at the several places; but this may be taken as the average augmentation of our burthens since the year antecedent to the war. Allowing five persons to each family, it would follow that the amount of taxation paid directly and indirectly by our city population is \$150 per family, against \$60 in 1860, showing an average increase of \$90 per family. This immense addition to our burthens must materially affect the social and political future of the country, and calls loudly upon the State and federal legislatures to retrench in every possible way the expenditures under their control.

At the royal palace in Berlin 40,000 wax candles are instantaneously lighted by one single match. The mode of proceeding is simple enough, the wicks being previously all connected by a thread spun out of gun-cotton, on lighting one end of which all the candles are lighted simultaneously and thus the whole of the royal apartments are illuminated at once.

Here, again we must caution our readers against a too strict use of the column of valuations. The usage of the different cities in making this assessment varies so widely that the differences in the amount of estate per head shown above must be accepted with very broad allowances. The fact, for instance, that the valuation *per capita* in Boston is \$1,934, and in New York only \$820, is to be chiefly accounted for by the circumstance that in the former city the official valuation runs closely upon the real value, while in the latter it falls very far below. The column showing the increase of debt per head of the population is of special interest. Upon this basis of comparison, which is the true one, the Western cities, except Chicago indicate a falling off in the ratio of indebtedness. In the Eastern and Middle States the increase is very large. In New York city the ratio has risen within the six years from \$28.87 per head to \$46.33; in Philadelphia, from \$42.49 to \$56.52; in Baltimore, from \$84.29 to \$91.73; and in Boston, from \$52.81 to \$66.80; while in San Francisco, which has been supposed to have felt the pressure of the times lightly, the change has been from \$52.69 to \$61.84. In explanation of the high figures assigned to Baltimore, it should be stated that the city holds valuable interest bearing assets, which would reduce its net debt to very moderate dimensions. The same fact is also true, only to a less extent, of some of the other cities.

This additional indebtedness, however, affords an imperfect criterion of the real augmentation of the burthens of our city population. Not only has the interest account been increased to an extent corresponding with the above shown increase of debts, but the local expenditures also have been largely, not to say extravagantly augmented. We must, therefore, look to the tax list for evidence of the weight of our present burthens compared with those of 1860. For this purpose we select the only six cities from which we are in possession of complete returns. The following is a statement of the amount of

East River Bridge.

THE PRELIMINARY WORK BEGUN—OPINIONS OF THE ENGINEER OF THE WORK—THE SUSPENSION BRIDGES OF THE WORLD.

[From the N. Y. Tribune.]

The suspension bridge over the East River will rank among the grandest works of the age. No bridge in the world, now or heretofore in existence will compare with it. It will probably cost about \$6,000,000, and the company who will erect it, to build the bridge and for other purposes, must have a capital of not less than \$8,000,000. Between five and six years' time will be required to do the work. To lay the foundations alone will take about one year. In point of span and general magnitude, the Cincinnati Suspension Bridge will rank next to the East River one. The total cost of the Cincinnati bridge was \$1,700,000. All the preliminary arrangements for erecting the East River bridge are progressing rapidly and favorably. The three routes which have been surveyed by Mr. John A. Roebling, the engineer-in-chief, diverge from a single point to the northward of the Fulton Ferry slip, on the Brooklyn side. The main Brooklyn entrance to the bridge will be at the intersection of Sands and Fulton streets. The first and northernmost route terminates at the intersection of the Bowery and Canal streets, the second and middle route at Chatham square, and the third and southernmost route, known especially as the Park line, at the City Hall Park, opposite the Register's office.

The last-named route is considered the best of all, and will probably be the one adopted. It will involve the longest central span in the three lines named, but it will be by far the most profitable one on account of its location. Still another great advantage of the Park route is that it will cause the appraisement of less valuable property than either the middle or northern lines. Between William street and Franklin square very few valuable buildings are found. In that district only the Franklin House figures as a very valuable building, and that escapes the bridge line by a considerable distance. If the Park line is adopted then the whole length of the bridge, from end to end, will be 5,862 feet. It will run a little obliquely. The grade will be $3\frac{1}{2}$ feet in 100. From the entrance on either side, for a length of 500 feet, the width will be 100 feet. It then contracts to 80 feet. This, of course, will be the width of the bridge proper. The additional width of 20 feet, in the 500 feet referred to, will be appropriated for walks to regulate the movements of passengers moving in opposite directions. The bridge will be divided into two roadways of 15 feet each in the clear, one for the "going" and the other for the "coming" movements of passengers. These, it must be borne in mind, are only two special divisions of the bridge. There will be two other divisions, of 30 feet each in the clear, that will comprise railroad tracks, for the running of passenger cars by wire ropes, propelled by stationary engines located at one end of the bridge. Two trains of passenger cars, capable of transporting 1,000 people each way, simultaneously, will make trips every five minutes. It is calculated that three minutes—running time—will be consumed in one of these trips. The remaining two minutes will afford time for one set of passengers to get off and another to get on. A novel arrangement is proposed, with the most rigid rules to make it effective, to keep the passengers always moving regularly, and to prevent the confusion which now occurs in getting on

and off the ferry boats and street cars. In all cases the ingress and egress to the cars will be through doors in the sides, thus affording a means to load and unload with extraordinary facility. It is held by Mr. Roebling that the highest rate of speed, if necessary, can be made in safety and without injury to the structure; but that is not desirable.

There is still another division of the bridge which is expected to be the most fashionable and attractive of all. This fifth division will form a promenade of sixteen feet in width, elevated, so that the promenaders can overlook the four divisions of the structure beneath, as well as the river and the adjacent territory. The most conspicuous parts of the bridge will be the two towers, located at a distance of 1,600 feet from center to center. The height of these towers will be 150 feet above the roadway, and 117 above high tide, clear elevation in the center of the space 130 feet. Both towers will be located inside of the pier lines established by law. The Brooklyn tower will be north of the Fulton Ferry slip, the New York one very near Pier No. 29. Both in Brooklyn and this city all the streets between the entrance and the anchorage will be crossed by iron girders. The anchorage in New York will be located in the neighborhood of Cherry and Water streets. It is proposed to utilize all the ground on both sides of the river over which the general bridge passes by making stores and warehouses. It has been suggested that on this side, instead of stores or warehouses, the whole space ought to be thrown into a handsome Market Hall. The location for such a purpose would be excellent. On the north side of the bridge, in this city, it is suggested that a narrow street be opened, to be known as Bridge street. In the plan of the bridge, care will be taken so that the passengers can go down at cross-street corners, thus avoiding the necessity of traveling to the main entrance. Already preparatory work has commenced upon the bridge. A few days ago three workmen made their appearance adjacent to the Fulton Ferry slips, on the Brooklyn side, and under the immediate direction of Mr. F. Spangler, commenced operations preparatory to boring to determine the character of the substratum. On Friday last boring was commenced. By noon on Saturday a depth of 22 feet had been reached. In going through this, 17 feet of cinders were marked. Then something like hard pan was reached. After this cemented boulders were struck. The boring will now go on steadily. A record will, of course, be kept of each day's work. It is assumed that not less than 50 feet will be the depth of the borings; and it is further assumed that they will not be made to a greater depth, under any circumstances, than 220 feet. If a heavy stratum of strongly cemented boulders should be struck, and the borings indicate that only clay or hard pan is underneath, then it is probable that the foundations of the bridge will rest on the boulders. If the boulders do not prove thick and are not strongly cemented together, and for 200 feet below them at least only hard pan or clay is found, then piling will have to be done, on which, with the addition of careful and heavy planking, the foundation will have to be laid. Every reasonable effort will be made to reach the solid rock. On this side of the river similar borings will be made at Pier No. 29. To do this work the operators have a six-horse stationary engine with which to work the drill and sand pump, the latter being used to clear out the debris. Mr. Roebling and his assistants have been busy in seeking information in regard to borings made in New York and

Brooklyn in past times, and in studying all the old maps and surveys made by the English and others. Singularly, a comparison of the surveys made by the English, with the present configuration of the projecting point on the Brooklyn shore, embracing the Fulton Ferry slips, shows that the tide and other causes have made hardly any perceptible change. This indicates that there must be something very solid in the substratum at the point named; and it is supposed that the solidity in question is in the form of a layer of cemented boulders. It is believed that the layer of boulders, struck by the borers on Saturday, extends up to the Navy Yard. It is said that some years ago a work of some kind was commenced at or near the Brooklyn Navy Yard, which in a measure determined the character of the substratum; that the parties engaged then struck a layer of cemented boulders, a few feet from the surface, and that having penetrated these, they found nothing else but clay, mixed at times, with sand. There is another report that a well was sunk in the neighborhood of the United States Hotel, corner of Fulton and Water streets, in this city, and that rock was found at from 180 to 200 feet.

The boulder which the borers struck on Saturday afternoon last proved to be only ten inches through. Under it they found hard pan. At 1.30 p. m. yesterday they had got down 27 feet and 2 inches. At 4.30 p. m. they reached 28 $\frac{1}{2}$ feet. Here they struck heavy boulders, and were pounding into these as they left off work at 6 p. m. During the day the scene of the boring was visited by many distinguished gentlemen. Mr. Roebling was there, having come from Trenton to hunt up facts for his report. Mr. G. W. Plimpton of the Brooklyn Polytechnic Institute was also there taking notes. Mr. Plimpton will keep an exact record of each day's operations.

It seems to be the general impression that the solid rock cannot be found in that neighborhood short of 180 feet.

Until recently there was a general distrust in suspension bridges. The accident to the Rochester Bridge, erected over the Genesee River, produced a profound impression and enduring effect. That bridge was barely able to sustain its own weight, and when it became covered with a few inches of snow it gave way. The accident was attributed to the faulty construction of the whole work.

In the matter of safety, of course, the cables of a suspension bridge are the main dependence. The wires composing the cables in the East River Bridge will be laid parallel to each other, so that each wire may occupy the same relative position throughout the whole length. Mr. Roebling thinks that the importance of this arrangement can be easily seen. He says a cable may contain a great number of wires; but if these wires do not all bear each its appropriate share of the strain, their aggregate strength may be far below what it theoretically should be. In order to insure an equal and uniform tension of the wires, their parallel position must be first secured. He says that at first sight this appears easy to accomplish, but that in truth it is a task attended with numerous difficulties. In the Cincinnati Suspension Bridge the floor is suspended from two cables. Eighteen feet of the wire used there weigh one pound, and 60 of the wires have an aggregate metal section of one square inch. Mr. Roebling holds that any attempt to manufacture a 12-inch cable in one process, no matter what its length, would result in a complete failure, and that any cable exceeding five inches in diameter

must be made in parts. His method is to make one stand at one time and when finished to place it in position.

The art of cable making is of modern origin. The brothers Seguin, French engineers, first undertook, in the early part of this century, to construct wire cables in the place of chains, for the suspension of bridge floors. A number of light structures were erected by them and others over the Rhone and other rivers of France, but owing to the frail character of these works, most of them have broken down or been destroyed by storms. M. Chaley, another distinguished French engineer, at the end of the first quarter of this century, erected the suspension bridge at Freiburg, over the valley of the Sarine, in Switzerland. This work, as the largest span in Europe, measuring 870 feet between the towers, has for many years been an object of great engineering interest. But owing to the want of stiffness, and also of strength, its existence is thought to be precarious. The method of construction employed by these French engineers was considered the only method which would insure success, until, by the erection of the Suspension Aqueduct over the Alleghany River at Pittsburg, in 1844 and 1845, an opportunity was found to demonstrate on a large scale, the practicability of another system. Mr. Roebling was the engineer of the aqueduct work just named. The principal feature of the French plan is to suspend the floor to a number of small cables. By Mr. Roebling's plan only two large cables are suspended, one on each side. The Cincinnati Bridge is supported by two large cables, 12½ inches in diameter. The cables in Mr. Roebling's bridges are always assisted by stays; and this is a feature which is entirely wanting in the French system. It is held that in the divided system one cable may break after the other, because they can not be expected to act in perfect unison. The correctness of this view, it is argued, was demonstrated by the catastrophe which overtook the Wheeling Bridge, on the 17th of May, 1854. This bridge formed a span of 1,010 feet from center to center of tower; the length of the floor was 960 feet; its width was 24 feet, supported by 12 cables, 6 on each side, with an aggregate number of wires of 6,600. No 10 gauge. No stays were employed. The floor was torn by the gale into three sections; the eastern portion measured 500 feet; the western, 300 feet; leaving the central part 200 feet long. All the cables but two broke loose from the anchorage, *one after another*. One small cable, composed of 150 wires, broke in the center. For the want of stays and of stiffness, the floor was subjected to very considerable oscillations, and was broken up and destroyed by its own momentum. The office of stays is two-fold. They not only assist the cables powerfully in the support of the bridge, but they also supply the most economical and most efficient means for stiffening the floor. Every stay constitutes the hypotenuse of a rectangular triangle, whose short sides are formed by the tower and by the floor. Mr. Roebling says that cables alone cannot be depended upon for the maintenance of a perfect equilibrium between adjoining spans, under the action of variable winds; that to perform this most important duty the office of stays is most efficient and direct. The Ohio, the Niagara, and the Alleghany bridges are entirely free from easily perceptible oscillations. By the movement of a dense crowd of people over the Ohio Bridge, a slight lateral motion may be noticed in the cables, and to some extent in the floor, between the center of the main span and the towers, but not in

the center itself. This motion is so slight that few persons notice it. It is owing to the want of outside cables for the support of the side walks. Mr. Roebling thinks that if a special railway track was laid down in the center of the floor of the Ohio Bridge, trains could run at a speed of 20 miles per hour without producing any more vibrations than are usually noticed in the best constructed iron truss bridges of ordinary spans. Ever since the 18th of March, 1855, from 30 to 40 trains have passed daily over the Niagara Bridge. With the exception of the renewal of the timber girders, and some other wooden parts, which showed signs of decay, no part of the suspended system has ever been disturbed. The work is considered just as strong this day as it was at the time when the first train of cars passed over.

Two kinds of changes are known which may affect the strength of iron and other metals. One of these changes results from oxidation, and is well understood. The other change appears to be caused by a molecular action, which impairs cohesion, and consequently the strength of the metal. Mr. Roebling does not hold to the idea that the efficiency of a suspension bridge depends upon the maintenance of its equilibrium. His argument is this: "In all systems which are subject to variable loads and to the kneading action of passing weights, a compromise must be made. A small item is to be sacrificed, while a much larger and more important one is to be secured. One great and important advantage of the suspension system is its flexibility, whether for railway or for common travel. This appears like a paradox, because just the opposite is taken for granted."

As Mr. Roebling is the Engineer in Chief of this great East River enterprise, the public, of course, must have a deep interest in knowing what his views are, not only in regard to the projected work, but on the subject of suspension bridges in general. He says that half a century of litigation before the Supreme Court leaves the question of navigation just as it was in the year 1800—that nothing has been definitely settled, except that a bridge company, with a loose charter, may escape injunctions and other annoyances, by getting an act passed proclaiming their bridge a public highway. He says that just as soon as "suspension" is uttered, a picture is conjured up in imagination full of violent agitation; but while engineers and others shake their heads at "suspension" they do not reflect that every system is suspended, and that the differences grow out of the modes of suspension, and are not due to the suspension itself. He says that spans of 450 feet may be safely attempted on the tubular plan, but it can only be done at enormous waste of materials. Each tube of the Britannia Bridge weighs 1,550 tons gross, and is 400 feet long. The main span of the Ohio Bridge weighs not quite 1,500 tons, and is 1,057 feet long. He claims that the latter will safely support over 3,000 tons, while one half this weight will overtax the strength of the Victoria tube. He thinks it is a difficult task to produce a proper architectural effect when designing towers for a suspension bridge of large dimensions. Highly ornamental masonry may be built, but it looks out of place, when the general impression should be that of simplicity, massiveness and strength. On the other hand, a public work which forms a conspicuous landmark across a great river, which separates two large cities, amounting in highly ornamental structures, should so serve as a model of appropriate architectural proportions.

FORMER SUSPENSION BRIDGES.

Perhaps the most ancient suspension bridge in existence is in the province of Innan, China. According to tradition, it was built A. D. 65. It is formed of chains, supporting a roadway of planks resting directly upon them. The entire length of the span is 33 feet. The first ones which the ancient Peruvians erected were over the Andes. The material used was rope, and this was made from the bark of trees. In some instances a regular roadway was constructed, but in most of them transit was effected by means of a basket, supported by the rope, and drawn alternately from one side to the other. Europe has also had numbers of these bridges. They were employed in France, at the siege of Pontiers, and across the river Clair, and elsewhere. Mention is made that they were used in Italy in 1742. The first iron suspension bridge was erected in England across the Tweed, at Berwick, 1819. It was constructed of 12 chain cables, placed on either side of the roadway; length of span, 449 feet, versed sine, 30 feet. The Brighton Chain Bridge was built in 1829, and destroyed by a gale of wind in the month of November, 1836. Its entire length was 1,136 feet. The Montrose Bridge was finished in 1823, and in October, 1833, the roadway was totally destroyed by a hurricane. The bridge over the Menai Straits was built in 1826; length of span, 580 feet; clear height of the roadway above the water, 102 feet. This work sustained serious injury by a violent gale. The gale produced so great an oscillation of the main chains as to dash them against each other. A recurrence of such an untoward event was provided against by suitable bracing and otherwise. The Conway Bridge, which spans an estuary which divides Bangor and Chester, was built in 1129; length of span, 327 feet. The Hammersmith Bridge over the Thames was erected in 1824; length of span, 422 feet. In 1834 a suspension bridge, which is considered remarkable because, while it is very light and apparently fragile, it has stood long, repeated and severe tests, was erected at Freyburg, in Switzerland. It has proved a safe bridge to the present time.

In the United States the first suspension bridges were built by Mr. Finley, between 1796 and 1810. They were of small dimensions, and constructed with chain cables. During succeeding years, in other like structures, wire cables were always used. The Wheeling Bridge over the Ohio was built in 1848 by C. Ellet, and blown down in May, 1854; its span was 1,010 feet. The cause of this misfortune was due entirely to a lack of proper bracing. The wind seemed to strike beneath the roadway of the bridge, and shook it as though it were a piece of carpet being cleaned. The present bridge there is well braced, and has withstood very many severe wind-storms than the one which caused the accident to its predecessor. The Belview Bridge at Niagara was built in 1848; length of span 759 feet. It was removed in 1854, and its cables incorporated in a bridge constructed by Mr. Roebling. The bridge at Lewistown, seven miles below Niagara Falls, was built in 1850; length of span, 1,040 feet. The bridge at Niagara is the finest one of its kind in the world. The deflection is 59 feet; 14,560 wires are employed in the cables. The elevation of the railway track above the water is 245 feet. It was finished in 1855. The suspension aqueduct over the Allegheny River at Pittsburg, is a new work. The Cincinnati Suspension Bridge, being the last one of any length put up, and, having the latest and

highest improvements, is a subject of study in connection with the erection of the East River Bridge. That bridge was commenced in 1856. On December 1, 1866, it was thrown open to foot passengers; and, owing to the necessities of the public, in consequence of the ice in the Ohio River, and the inability of the ferry-boats to run, it became necessary to open the bridge for vehicles sooner than was originally designed, which was done on the morning of January 1, 1867.

Resources of New Mexico, Railroads, etc.

(From the New Mexican.)

MESSRS. EDITORS:—It is with great pleasure that I have read in your last two numbers your editorials upon the "New Gold Discoveries," "Mineral wealth of New Mexico," the "Pinos Altos Mines," and the "Placer Mines." There are two other localities in this Territory, the mineral resources of which are but little known, but from my investigations I am satisfied are equal to that of any other portion of the Territory, and possess agricultural and pastoral facilities not surpassed by any portion of the United States, and which when developed by settlement will make this Territory one of the richest and most desirable States of the Union. From my personal observation and information which I have received I am confident that I am not too sanguine. My confidence is based upon an investigation of the mineral and agricultural resources of this country for years past, and has satisfied me that the whole ranges of mountains throughout the Territory contain vast mineral deposits, specimens of which from every portion of the country I have in my cabinet; the valleys and hillsides produce grasses equal to any country, while the arable lands will sustain and make wealthy a population of hundreds of thousands. The great difficulties which have prevented the development of our rich and vast Territory are, the dangers from Indians and the want of facilities for transportation. I am happy to say that by the efforts of our Delegate in Congress, Hon. J. Francisco Chaves, the first is about to be obviated by a system of reservations for the Indians outside the settlements, and the second furnished by eastern capitalists in the way of railroads, which will give us facilities for transportation in a few years equal to any portion of our country.

The mineral deposits in the neighborhood of Fort Stanton can be made available as soon as means are provided to supply water, and the Mescalero Apaches are placed upon reservations outside of the settlements, thereby giving security to life and property. A country vast in mineral, pastoral and agricultural resources exists in the north-western portion of New Mexico and the south-western corner of Colorado. It is equal in climate, soil and mineral resources to that of any other portion of the world of the same extent. It covers 40,000 square miles, and has been occupied almost exclusively by the Wemenuche and Capote Utahs, a warlike tribe of Indians who some years ago drove off the miners and white settlers. This country includes within its limits the valley of the San Juan and its tributaries and embraces some of the most fertile lands in New Mexico. It is well watered by mountain; on the east side of the San Juan by the Rio Navajo and on the west by the Rio Pinos, Rio Piedras, Rio Florido, Rio las Animas and Rio Dolores. A rich and extensive mining region is at the head of these streams, and an agricultural and pastoral region south of the mines, while the hills are covered with an abundance of timber for fuel and building purposes.

The mining and agricultural region north

and east of the Rio de las Animas would sustain a population of several hundred thousand people. It is proposed to establish a military post on the San Juan between the settlements and the Indian reservation, which latter will probably be located south and west of the Rio de las Animas. West and south of the country I have just described is a country but little explored or known, which has been occupied by the Navajo Indians, and is described by Captain Walker and others, who spent several months with the Navajos in their country, as a "good mineral and pastoral country which cannot be excelled anywhere." During this summer and fall I propose, in company with some Ute Indians, to give this San Juan country a thorough exploration, and will with pleasure report from time to time the result of my observations.

Railroad engineers are on the way from the States to locate routes to the Pacific. I am satisfied that one route must go south of Santa Fe. Another route will be located by the influence of Colorado by way of Denver and San Luis Park through this San Juan country to the Gulf of California. A road must then be constructed from that road somewhere in southern Colorado to run south via Taos, Santa Fe, and Albuquerque to cross the Southern Pacific Railroad, and connect with the roads in Texas and old Mexico. This will give us facilities of transportation to the Gulf of Mexico and to California, and develop our resources which are so great that it will be to the advantage of Eastern capitalists to invest the means to develop them.

W. F. M. ARNY.

PORTLAND, WHITE MOUNTAINS, AND OGDENSBURG RAILROAD.—A correspondent of the *Boston Journal*, writing from Augusta, Maine, under date of July 20, says: The visit of so many prominent and influential gentlemen from New York, Vermont and New Hampshire to Portland, as the past few days have witnessed, with a view of increasing the facilities of transportation by rail from the West to the "natural seaport," by the establishment of what is popularly known as the Portland, White Mountains, and Ogdensburg Railroad, has awakened a deep and wide spread interest in the proposed enterprise. The new line of communication shortens the distance afforded by the existing route, and opens a more direct avenue. The proposed route, after leaving Portland, passes up the valley of the Saco River through the Notch of the White Mountains to Littleton, N. H., thence across the New Hampshire line into Vermont to Montpelier, from which place the distance to Portland is lessened seventy-five miles; from thence to Ogdensburg, N. Y., and from thence to some point on the eastern shore of Lake Ontario, and from thence to Oswego. The preliminary surveys have been made, and the practicability of the route has been satisfactorily demonstrated.

The construction of the new route opens one continuous chain from Ogdensburg to Portland, without a link wanting. During the past year the business men of Portland have suffered materially from loss occasioned by the vexatious delay of freight from the West by the Grand Trunk road. The new enterprise promises relief, and it is intended that such means will be provided as will meet whatever demands may be made.

ALBANY & SUSQUEHANNA RAILROAD.—The section of this line from Unadilla to Bainbridge, 10 miles, was opened to travel on the 10th inst. Bainbridge is 104 miles from Albany, and 36 miles from Binghamton.

MONETARY AND COMMERCIAL.

It is reported that the drafts of the government on the depositories has been quite heavy for a few days, and that currency is not so abundant on that account as it was a week ago. The demand for loans, however, continues light, and the discount houses find no difficulty in absorbing all the acceptable paper offered. General dullness in all departments of business is the universal complaint; although it is conceded there has been an improvement during the past week. This improvement will no doubt continue to be the case until the regular fall trade opens.

Exchange is in full supply, and rates unsettled. The following are the usual quotations:

	Buying.	Selling.
New York	1-10 @ 5' dis.	par
Philadelphia	1- @ 50' dis.	par
Boston	1-10 @ 10' dis.	par
Gold	140 1/4	140 1/2 @ 140 3/4
Silver	129 @ 132	131

The New York gold market has been firm and prices ruled a shade higher. The daily fluctuations are shown by the following:

	Opening.	Highest.	Lowest.	Closing.
Aug. 8	140 1/2	140 3/4	140 1/4	140 1/2
" 9	140 1/2	140 3/4	140	140 1/2
" 10	140 1/2	140 3/4	140 1/2	140 1/2
" 11	140 1/2	140 3/4	140 1/2	140 1/2
" 12	140 1/2	140 3/4	140 1/2	140 1/2
" 13	140 1/2	140 3/4	140 1/2	140 1/2
" 14	140 1/2	140 3/4	140 1/2	140 1/2

Government securities are in good demand.

The following are the quotations:

	Buying.	Selling.
5-20s, 1st series	113 1/2	113 3/4
5-20s, 2d series	109 1/2	110 1/4
5-20s, 3d series	110 1/2	111
5-20s, 4th series	10 1/2	109
6s, 1st series	111 1/2	111 3/4
10-40s	109 1/2	109
10-40s, small	109 1/2	109
7-30s, 1st series	107 1/2	108
7-20s, 2d series	107 1/2	107 3/4
7-30s, 3d series	107 1/2	107 3/4

Of the New York market the *Tribune* says:

"Money continues easy in all departments, but there is some demand from the interior for currency, and bank officers look with continued favor upon short engagements.

"Governments are steady with moderate sales. The transactions in the general share list were so small, that comment is unnecessary. Prices were steady, and in many stocks nothing was done. After the call there was no disposition to do anything. At the Second Board the market remained inactive, and after the call was very dull. At the close, an attempt was made to rally Erie, which was bid up to 70 1/2, but the general market was very sluggish and there was no business of any consequence done. The market closed steady. The following are the closing prices: New York Central, 104 1/2 @ 105 1/2; Erie, 70 1/2 @ 70 1/2; Reading, 104 1/2 @ 105 1/2; Michigan Southern, 81 1/2 @ 81 1/2; Cleveland and Pittsburg, 93 1/2 @ 93 1/2; Rock Island, 102 1/2 @ 102 1/2; Northwestern, 46 1/2 @ 46 1/2; Northwestern Preferred, 70 @ 70 1/2; Fort Wayne, 105 @ 105 1/2."

THE DRAINING OF A PORTION OF THE ZUYDER-ZEE is seriously contemplated in Holland. An eminent engineer, M. Beyerinck, has a plan for recovering 500,000 acres from the water—that is, the whole of the part situated between the south of Keteldiep and the north of the Isle of Urk. The success which has attended similar operations in the Harlem Lake, from which 45,000 acres of land have been recovered, augurs favorably for the result of the work now under consideration.

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MANUFACTURERS,

EXPRESS COMPANIES,

PUBLIC OFFICES, Etc., Etc.

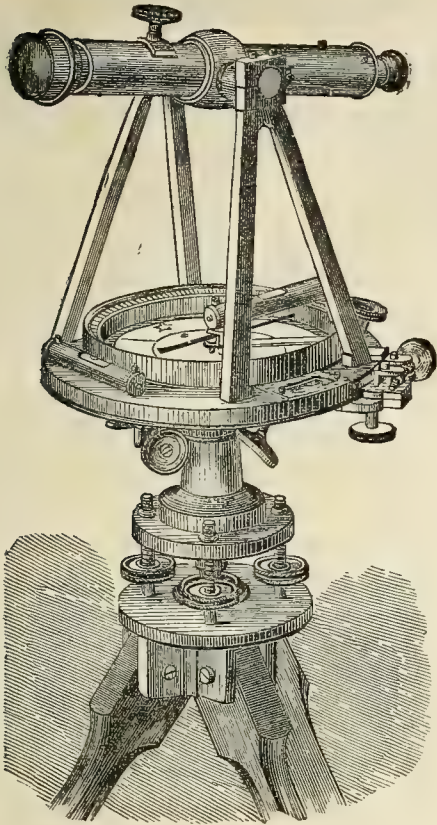
BINDING OF ALL KINDS NEATLY EXECUTED.

Those desiring FIRST CLASS BOOKS can have them done satisfactory at reasonable prices.

R. W. CARROLL & CO.

117 West Fourth Street, 2 doors east of Race.

**ENGINEER'S
TRANSITS, LEVELS,
Leveling Rods, Chains, etc.**



T. F. RANDOLPH & BRO.
Manufacturers
67 West Sixth St.
CINCINNATI, O.

Jan 24 '67, 3mp

JOHN BLAKELEY,
DEALER IN

WOOL & COTTON WASTE,

FOR RAILROAD & STEAMBOAT USE,

STEAM PACKING, ETC.

No. 233 Church Street,

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

Productive Wells all

around them.

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets $2\frac{3}{4}$ inches in width, and under. For Tickets over $2\frac{3}{4}$ inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St., Cincinnati, O

WRIGHTSON & CO.,

Railroad Printers

167 Walnut Street,

CINCINNATI, O.

HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards.

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

Way Bills,

Blank Books

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Got out in first-class style, and at as low rates as an establishment in the country.

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.&D.&D.&M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indianapolis
[Aug. 2, 1866.]

THE STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE STEAM SYPHON WATER-STATION

Locomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

Wherever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circu and other information, address,

STEAM SYPHON COMPANY,
48 Dey Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

THROUGH —FROM— CINCINNATI TO NEW YORK

WITHOUT CHANGE OF
COACHES!

—VIA—
Atlantic & Great Western R'y.



The Night Express will run as follows:

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLON	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.0 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scripti n, unequaled by any Rail way on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at north-east corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SHATTUC, Gen'l Ticket Agt. I. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.
State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from lot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12:10 p. m.

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:22 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 9:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

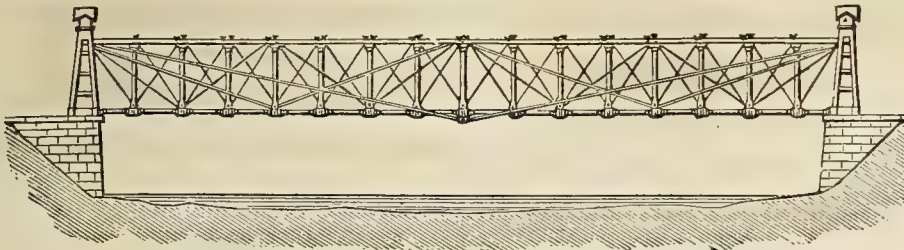
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

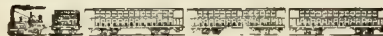
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAIL ROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati

W. P. SHINN, General Freight Agent,
Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. my11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,
MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines,

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,
Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure *through tickets and through checks to WASHINGTON CITY*.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

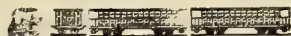
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time **TWELVE MINUTES SLOWER** than Cincinnati time.

For all information and through tickets, please apply the Ticket Office, corner of Vine and Baker streets, Enquirer Building, No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

E. C. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND
NORTH-WESTERN LINE—INDIANA
POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the **RIGHT TICKET OFFICE** before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front st.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

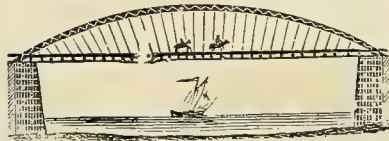
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY.

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c., &c.

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, THOS. T. TASKER, JR., HY. G. MORRIS.

CHAS. WHEELER, S. F. M. TASKER

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. Express

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.0 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, AUGUST 22, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

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WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Night Express.....	5:00 P. M.	6:10 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:30 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Marietta and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	7:15 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:50 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:50 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connorsville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connorsville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	8:00 A. M.	11:50 P. M.
Louisville, St. Louis & Cairo Ex.....	8:00 P. M.	6:05 A. M.
Louisville Special Train.....	3:45 P. M.	9:40 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:40 A. M.	6:40 P. M.
Lexington Express.....	2:40 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

Cincinnati & Norfolk-Covington & Ohio Railroad.

GALLIPOLIS, Aug. 16, 1867.

Messrs. Editors:—I am anxious to add somewhat to what I have already said in reference to the plan and advantages of the completion of the railroad through Virginia; especially do I wish to press the importance of its completion to the business of Cincinnati and Southern Ohio. There are other advantages in favor of this line which I have not enumerated.

The first is, that this is the line nature has prepared for crossing the mountains dividing the valley of the Ohio from tide water. The Great Kanawha river is the artery which runs far up into the mountains on one side, while the head waters of James river, breaking through the Blue Ridge, runs up into the mountains on the other. Here then is a line of valleys which lead to the summit of the mountain at a point of low depression. This line follows up the valley of the Kanawha to the junction of Gauley and New river, then up the valley of the New river to the mouth of the Greenbrier, thence up that river to a valley which runs to the top of the mountain at White Sulphur Spring, and thence down one of the branches of James river to Covington. The Virginia Central road runs from Covington north to Steventon, and thence by the Blue Ridge tunnel to Richmond. The new company of the Chesapeake and Ohio Company will also have the right to run a branch down the waters running into James river to Lynchburg, where it will connect with the South Side railroad, running direct East to City Point and to Norfolk.

By means of another short connecting line, communication could be opened into North Carolina, at Danville, and thence to Charleston, South Carolina. In this way, a direct railroad connection could be secured for Cincinnati, not only with tide water at the mouth of James river, but also with North and South Carolina, at a very limited outlay of money. Let any business man study the map and he will see the immense advantages of the completion of this line to its business and prosperity. Even without any other connecting links, a way into the Carolinas will be opened by the road which runs south from Richmond.

This line of road has greatly the advantage over either the B. & O. road or the Pennsylvania Central, not only in its grade, but also in its curves. On this line there are no curves with a less radius than some 1,500 feet, while on the other two roads, and especially on the B. & O., the curves run down to a diameter of 600 feet, or a radius of 300 feet. These advantages are not small in favor of the cost of transportation over the Virginia line.

But there is another still for freight intended for transshipment. This line will probably terminate near the mouth of James

river. A line of railroad from Richmond to Newport News has been granted, and which if made will be the eastern termination of the Chesapeake and Ohio railroad. At this point there is no great city, and hence the line of the railroad can be carried to the wharves along which the shipping of any draft may lie, and freight be transferred from the railroad car to the vessel, without the cost of drayage, commissions, etc., which are now so heavy a tax on all freight passing through New York, Philadelphia or Baltimore. This would be a large saving in favor of this route East on all freight going to Europe, Brazil or the West Indies, and even renders it the cheapest line for freight going from St. Louis or Cincinnati, to New York or Boston. St. Louis could send its heavy freight by water to the mouth of the Kanawha, thence by rail to tide water, and thence by water to any destined point. At both ends of the railroad, the freight can be moved directly from the steamboats to the cars, and from the cars to the shipping. Let any business man calculate up the present cost of moving freight through New York or any other great city, and he will easily ascertain the saving in the mode of transshipment, which will be afforded on this great line of transportation.

It will thus be seen, that freight destined for ocean transportation, can reach sea going vessels by this route cheaper than by any other from all points in the West, from Detroit, Chicago and St. Louis, as well as from Cincinnati. This line will enable the business men of Cincinnati to compete with any other point in the West for products going whether to New York and Boston, or to Europe and South America; hence, Cincinnati will be restored to its position as a favored point for collecting in the products of the whole West.

Whenever the Pacific road is completed, this would be the shortest and cheapest line from San Francisco to Europe, and thus the whole European travel, which will seek this Pacific road to reach China, will find this the cheapest line both for travel and freight. Unless something like this is accomplished, Cincinnati will find itself passed round and avoided by all the great through lines for freight and travel.

In a notice of this road in your paper, you spoke of the line terminating at Big Sandy. That suggestion was made under an utter misconception of the facts. The Big Sandy termination was made, when slavery sought to avoid free soil and connect only with slave territory. This termination was part of a scheme to avoid Ohio and Cincinnati, and make a connection by means of the Big Sandy and Lexington line, with Louisville and the South. The only advocates for this termination are now those interested in this line to Lexington. I have conversed with most of the engineers who were connected with this Virginia line before the rebellion, and they all expressed but one opinion; that as a ques-

tion of engineering and business, the line should terminate at the mouth of the Great Kanawha, and thence connect with the M. & C. road at Hamden. Mr. Stow, chief engineer on this Virginia road, and by whom the first surveys were made, told me that it would cost more to make the road from the mouth of Scory Creek, on Kanawha, to Big Sandy, than from that point to Hamden on the line of the M. & C. road. In the one case you run the valleys, and in the other you must cross the divide between Kanawha and Guyandotte rivers. The road down the Kanawha can be made at the very lowest cost; a road can be made anywhere.

It will thus be seen that this Big Sandy termination is one aimed against Cincinnati interests, and looks to aiding those of Central Kentucky and Louisville. Cincinnati capital and interest should then look to the completion of the direct line down the Kanawha, and thence to the M. & C. line at or near Hamden. The other line will be built as a Kentucky road, whenever the Big Sandy and Lexington line shall be completed; and I see that Central Kentucky is again stirring for its construction, as a means of obtaining fuel and timber, now become scarce and dear in the blue grass region.

To secure this extension direct to Cincinnati, it is only necessary to extend a branch of the M. & C. from Hamden to Gallipolis, from whence it can at any time be extended to a point opposite the mouth of the Great Kanawha. The President of the M. & C., Hon. Wm. P. Cutler, is prepared to enter upon the construction of this branch just as soon as he can secure a loan of funds for this purpose. He has power to give the credit of the company for such a loan, and also to secure the same by a mortgage on this portion of the road. The two together would be ample security for the repayment of the loan. If the funds can be raised, this link of the great line can be in operation in a year; it requires only funds to construct the track, as the road has already its equipment for running. The whole cost of the thirty miles will not be over \$900,000, and the iron might easily be borrowed on the credit of the road, if the grading, bridging, etc., were once done with ready money. This region of country will aid us as far as they can in raising the means, and once completed, Cincinnati would be in railroad connection substantially with Pomeroy, Gallipolis, and that part of West Virginia lying upon the Big Kanawha.

Pomeroy, in all its various villages, has a population of 15,000, with fifteen salt furnaces, two rolling mills, and other manufacturing establishments; Gallipolis has a population of about 6,000, and add to this the large and growing population on the Great Kanawha and its tributaries, and one may see the immense trade and travel which this line as a local line will bring into Cincinnati.

Mr. Cutler is now in this region, in consul-

tation with those interested in the Virginia road, as well as with the people in this region. He proposes to appeal to the capital and citizens of your city, to aid him in securing an early connection of his road with the Ohio river, and with the line to come down the Kanawha. I hope your citizens will in the meantime examine this important question, not only important to Cincinnati, but to all Southern Ohio and the entire West.

The railroads running into Cincinnati from the West and North-west, are interested in this matter. If the great Eastern lines succeed in carrying business and travel around Cincinnati, it cannot be done without drawing off business from these roads; hence, these roads are deeply interested in any improvement which brings freight to Cincinnati. Among these roads thus directly interested are the Ohio & Mississippi, the Cincinnati, Indianapolis & Lafayette, and the other roads leading to Chicago and the Mississippi river above St. Louis.

All these considerations appeal strongly to Cincinnati business men and capital, to aid in pressing through this branch of the M. & C. to Gallipolis at once; as that will secure an immediate connection with the Chesapeake & Ohio Railroad, and through that to tide water, Virginia and the Carolinas. S. N.

Receipts of the Western Union Railroad Company, for the week ending August 14:

	1867.	1866.	Inc.	Dec.
Freight.....	\$7,675 56	\$7,651 04	\$24 52	.....
Passengers.....	3,209 97	3,133 77	76 20	.....
Express and Tel.	320 00	250 00	70 00	.....
Mail.....	375 00	379 91	.....	4 91

Totals.....\$11,550 53 \$10,814 72

Receipts from January 1, to August 14:

1866.....	\$461,318 00
1867.....	343,771 51
Decrease.....	\$117,546 49

CONSOLIDATION OF THE COLUMBUS AND INDIANAPOLIS WITH THE UNION AND LOGANSPOUT AND TOLEDO, LOGANSPOUT AND BURLINGTON RAILROADS.—A consolidation of the above named companies has been effected; the new company will be known as the Columbus & Indiana Central Railway Company. It has a track 373 miles in length. The *Columbus Journal* says that the track from Columbus to Indianapolis continues as heretofore, and connects with the Southern and Western roads centering in Indianapolis. At a point, ten miles west of Piqua, a track diverges to the northwest, passing through Union City, Indiana, and Logansport, to the Illinois State line, and there connects with roads running west to Peoria and the Mississippi river.

We understand the above route as an extension of the Pan Handle interest westward.

The Elizabethtown & Paducah Railroad, Kentucky, was organized on the 5th, by the election of a President and Directors, and George McLeod, Esq., Chief Engineer of the Knoxville and Richmond branches of the Louisville and Nashville Railroad, was placed in charge of the surveys.

Cincinnati on the Hills; What shall we Do?

Last April, Mr. Wilstach, Mayor of Cincinnati, officially took notice of a great fact, that Cincinnati had outgrown its clothing; that Cincinnati had arrived at a point, when it must become a CITY, and not a village. Mr. Wilstach noticed this in a somewhat just recommendation of what the city ought to do for its own improvement. Among these were parks, avenues, new water works, etc., etc. The germ (and it is only a germ) of some of the enterprises has been begun. The City has established (by Ordinance) several avenues, going out on the hills; and it has made provision for new water works, and has a resolution, we believe, to buy a park; and has actually leased the Garden of Eden, on the Eastern Hills. This last tract will make a very good, and very pleasant park, as far as it goes, commanding a most splendid view of the City and the Ohio Valley. But, it won't do for the — for three reasons. It is up an abrupt hill, where cars will probably not go. It is entirely on the eastern side of the city; and it is too small. This, therefore, is only part of a park. The main one must be selected on the north side of the city; and should be secured at once. But, supposing all this done, there are some things which must be done. 1. The whole of Millcreek, Columbia, Spencer, Storrs and Delhi townships should be annexed to the city, and brought within the Corporation bounds. This would carry the line about six miles farther north; and is essentially necessary to the suggested improvements. The Central Park ought to be within the city limits, that it may be under the city police and regulations. All the parks, water works, and city establishments should be within the city. The new Workhouse, the House of Refuge, and the Public Institutions, hereafter to be erected, should be within the city. There is another consideration should control this matter. The county of Hamilton has 300,000 inhabitants; and all but 30,000 are really citizens of Cincinnati; but 60,000 of them do not appear in the city census. The result is, that other places, such as Chicago and St. Louis, are made to appear as large or larger than Cincinnati, when in fact, they are nothing like it. So also the inhabitants do not get the benefits of the lamps, the police, and paving, which would far more than compensate them for the extra taxation. Thus, the inhabitants of the city and the suburbs are both deeply interested in removing the city limits, so as to include the populous suburbs. 2. There is another thing, which calls aloud for a remedy. This is the filling up and improvement of Millcreek bottom. Whoever travels on the Cin., Ham. and Dayton R. R. (as we did this spring), at the time of high water, will see a vast lake on the west side of Cincinnati. It extends from the

mouth of Millcreek to Cumminsville, five miles. From the Harrison turnpike to the Ohio it is a great basin, in which no house is seen; but one or two frames, which look as if they were some of the remnants after the deluge. Beyond the line of that water, Cincinnati does not and cannot advance, till the water is barred out, or the basin filled. There are thousands of acres thus overflowed, which would, if secured against overflow, make one of the best parts of Cincinnati. This land is owned by a great many holders, who cannot, or will not act jointly; and thus it is never improved. If improved, it would pay all the cost, and quadruple the value of the property. How can it be done? The *Cincinnati Gazette* suggests, that it be done either by the city or the State; but doubts the power of the former. If, however, the city chose to devote it wholly to public objects, it could do it, by condemning for public uses. This it might do, by making the larger part of the ground a Western Park; another portion a great ship basin; and the residue to streets and avenues. All this could be done; but, in that case, the whole cost would come on the city. Undoubtedly the increased value of property would make a basis of taxation, which would eventually pay the interest. Another way is for the State to appropriate the immediate Valley of Millcreek for a canal; which would, on being made, be so placed and built, as to shorten Millcreek, and dam out the water of the Ohio. This would do; but, in our opinion, it is better for the city to condemn the whole for public use. This would not prevent the city from selling the lots on the basin for warehouses; and this, with the water power, would pay half the expense. But, in any event, Cincinnati will be blind to all its interests, if it does not devise and execute some plan to make Millcreek bottom useful, and destroy the malaria which more or less emanates from it.

3. Another thing, which if the dwelling city is to be on the hills, and it will be, must be done. This is to provide lines of street cars, which will go out at least six miles, from some central point, say Sixth Street Market Place, on all the principal avenues. It is no longer a question whether the people of Cincinnati will move back on the hills; for they are doing it now at a most rapid rate. The whole plain of Cincinnati, as now occupied, is not more than what will be required for business twenty years hence. Nor is this all; then people will not be only one or two miles from the business part of the town, they will be everywhere, from one to ten miles out. Then the problem is, how are these people to get to their business in time? There are three things required for this; first, there must be broad and well paved avenues on the principal lines. These should be nearly as follows: up the river, where the Pendleton line of cars run; 2. On the old Walnut Hills road, by the Garden of Eden; 3. On the Lebanon or Avondale road; 4. On the Sycamore

road; 5. On the Vine Street road; 6. On the Brighton Road; 7. On Freeman and the Harrison Turnpike; and 8. Down the river. These eight are absolutely necessary. Each one of them should be at least 100 feet wide; and should be thoroughly paved and kept in good order. Now, these being supposed, the city should encourage companies to run lines of cars on these avenues full ten miles out. Then, a well to do citizen can get on a car five miles out, and be in his store within an hour, after having taken a comfortable breakfast at home. Then a population of half a million of people can live on the hills and plains above Cincinnati, with plenty of air, and nice little gardens; and present the most beautiful aspect of civilized life the world has yet seen. Now, suppose old foggy tells us, this will cost ten, or fifteen, or twenty millions of dollars; and the city will be in debt, etc., etc. Well, what of it? Let us look at the *per contra*. Suppose that the City Council take proper measures to begin all these things within a year, and that, substantially, they are done in five years. Then, in that case, we undertake to say, that in ten years the valuation of the city property will increase one hundred millions, at the very least; and that in twenty years the city taxes will be less than they are to-day. The time has come in which Cincinnati must bestir. It must rise up to what ought to be its destiny, or that destiny will never be accomplished.

The Atlantic and Great Western Railway.

On and after Monday, August 26, the Atlantic and Great Western Railway Company will run two lightning express trains daily to New York, morning and evening, making direct connections with all southern trains via Cairo, Louisville, St. Louis, Indianapolis, and Cincinnati. Heretofore a through evening express only has been run; but the increased southern and western travel over this line, has made the addition of a morning express an imperative necessity, in order to meet the increasing demands of the public.

Every line has advantages peculiar to itself, which render it in some particulars preferable to other and competing lines. But the Atlantic and Great Western line can fairly claim a combination of advantages, such as is not to be found on any other route, and such as clearly entitle it to the regard it has won from the traveling community. Through its connections, it has an uninterrupted broad gauge track the entire distance from St. Louis, Cincinnati, Urbana, Mansfield, Galion and Cleveland, to New York. To those compelled to make long journeys, this is an advantage not to be lightly estimated. The cars are wide and roomy. The equipment of the road is of the most approved description. The cars are furnished with all the improvements known to railway experience, and are

as free from dust and are as well ventilated and comfortable as it is possible for cars to be; while no expense or pains are spared in maintaining the road in the highest state of efficiency.

To these advantages, the Atlantic and Great Western unites one other paramount feature, not yet attained by any competing line, if indeed at all capable of attainment by any other route. Through sleeping coaches are run from Cincinnati to New York without change, the traveler thereby being enabled to make the entire distance between those points without change of cars. This consideration will be readily appreciated by any one who is compelled to make a journey with ladies or children in charge; and most of all, by ladies themselves when necessitated to proceed great distances alone. It is no exaggeration to call such an advantage, peculiar to this line alone, a feature of paramount importance. When to the advantages enumerated, are further added the best conducted and finest dining halls on any road; certainty of connections; quickness of time and reasonableness of fare; beautiful scenery, acknowledged on every hand to be unsurpassed in this country; and above all, safety from accident and danger, hardly paralleled in the history of any line; and it may be doubted whether any competing route can, consistently with honesty, present claims to favorable public consideration and patronage equal to those above adduced in behalf of this great through railway. Passengers can now rely on making direct connection with trains on this old and favorite route—the Atlantic and Great Western Railway.—*Railroad Record, Aug. 22.*

City Improvement.

The inertness of a great mass makes it difficult to move large cities to undertake great works of public improvement. When such works are undertaken it is usually through the efforts of a few prominent citizens who devote themselves to the cause. This was the way in which the New York Central Park was achieved, a work which is now looked upon as the chief glory of that city, and as a matter of national pride, and which the city would not part with for three times its cost. There are enterprises that would as richly pay this city, but it is difficult to start any movement. The mass is probably willing, but inert, and there are no zealous citizens of prominent position, who will devote the labor necessary to get such undertakings under way.

For instance: Mill Creek bottom is needed for the extension of the city. It is a great tract of land of little value as it lies, but capable of making a handsome addition to the city; and on account of the way the creek dominates it a general plan of reclamation is needed, which the multitude of individual owners cannot agree upon nor carry out. If the creek were straight, or in any tolerable course, private interest would fill in the land fast enough; but the creek is exceedingly tortuous. Everybody recognizes that it must be straightened, but how can numerous owners do this, or settle the numerous questions that it would raise?

If the whole tract were under one ownership, the land that would be reclaimed by the mere straightening of the creek, would probably pay for that work, and the reclamation of the whole from the overflow, that would speedily follow, would add a vast sum to its value. If the city could get power to condemn the whole of the overflowed land, it could make a profitable operation by reclaiming and selling it, besides reserving a large park; but we doubt if this is within the capacity of legislation. There is, however, one way of condemning land to straighten the creek that the Legislature can authorize, and that would result in the reclamation and the great appreciation of all the land, and that is to authorize the change of the canal to Mill creek, and to improve it by slackwater for that public use. This would include the authority to straighten it and to fix its dimensions.

This would remove the canal from its present location in the city, which would be another great improvement. Since the connection of canal and river at Deer Creek was finally abandoned, the running of the canal through the city has no meaning, and is a great impediment to general business and a great expense in the way of bridges. Its business could be better done on Mill creek, and that would furnish sites for many kinds of heavy manufacturing that would find the canal a convenience. If to this there could be added large locks to the river, and drawbridges to admit boats, the reduction in the cost of transfer of the heavy articles consumed and produced by this city alone would make the work a very profitable investment, saying nothing of the great trade in coal, iron, lumber and stone that would be built up by river and canal.

Even without the river connection, the inducements are sufficient; and furthermore, we doubt if the matter will ever rest until this change is made. How shall the expense be met? In this town we make the cost an insuperable obstacle to any great enterprise. No account of the benefits and future profits overcomes this. This is an operation of profit, not of irredeemable outlay. The transfer of the canal would vacate a strip of property that we suppose would pay the cost of the work. We are not precisely informed as to the title by which the State holds the land occupied by the canal, but we have understood that it was unconditional.

It is probable that a company can easily be raised that will make this improvement and take for full compensation the lands that will be vacated. It is probable that this great improvement could be accomplished by reasonable administrative ability without any cost to the city or State. It needs some foresight, some comprehensiveness of view, and a little energy and courage. It needs that citizens should give a little of their attention from their own grubbing to the wants of the whole community. There are improvements to be had, which are entirely practicable and within the means of this city, that would make it so attractive for residence that the citizens would cease to think that when they have made a fortune here they must go elsewhere to enjoy it, and which would bring hither people from other parts to enjoy the advantages of a city. — *Cincinnati Gazette*.

The above is a good thing, at least we thought so when we advocated it in the RECORD about ten years ago, and do not now see any cause to change our views as to the intrinsic merits or practicability of the enter-

prise. We trust the *Gazette* will stick to it until it is brought about. Make it popular and it will certainly be done. The *Gazette* has the power to do much good to the future of the city, if it will only take a comprehensive and liberal view of the city's future needs, and not cripple its energies by attacks on enterprise, even although they may be profitable to their owners.

Railway Combinations.

THE EASTERN AND WESTERN LINE FOR CINCINNATI—BALTIMORE AND OHIO—MARIETTA AND CINCINNATI—OHIO AND MISSISSIPPI.

To the Editor of the *Cincinnati Gazette*:

In my previous articles on the subject of railway combinations in the West, the heavy centralization of capital and interests on special through lines was described, and the influence such combinations must have in directing trade from accustomed channels was presented.

Another and important view of this subject will include the influence these combinations must have upon the growth and prosperity of Western cities.

The general tendency of the railway monopolies, so far as Eastern terminus is concerned, is to aggrandize New York. The commercial metropolis of the nation now makes all the hitherto rival cities of the sea board tributary to her growth and prosperity.

A few years ago it was the expectation of at least a dozen Western cities to occupy, each for itself, the same controlling position. And even yet, notwithstanding the results of experience, some over sanguine citizens of Cincinnati, Chicago and St. Louis, are looking anxiously to the day when their towns will so far overtop the rest that each will be the commercial center of the West. More careful and less enthusiastic observers and thinkers can see no such results. That Chicago, St. Louis and Cincinnati must be the business centers of the present West admits of no question, and so far as the great interests of the three cities are concerned, there should be harmony instead of conflict of interest. Each has its own advantages, which should not only contribute to its own prosperity, but to the prosperity of the others. I am aware that this new view of the relations of these three vigorous cities of the West will not be at once accepted, yet a little reflection will prove its correctness. Especially is there a community of interest between Chicago and Cincinnati—the one as a center of agricultural products, the other the center of minerals and manufactures.

The location of Cincinnati with reference to the great mineral regions of Ohio, Virginia, Kentucky and Indiana, gives it advantages in respect to the development of manufacturing interests, unsurpassed. Chicago, St. Louis and Cincinnati each will control independent lines of traffic by railway to the seaboard.

The Chicago system of roads lies along both the north and south sides of lake Erie, including also the Pittsburg & Fort Wayne line.

The St. Louis system of roads passes through Indianapolis and Columbus, including also the Bellefontaine line.

Cincinnati has no system. The lines *via* Cincinnati, Hamilton & Dayton, and the Little Miami, are excellent routes, but they are

not, and cannot be run, in the exclusive interest of Cincinnati. The Atlantic & Great Western by the accident of gauge, is a Cincinnati road—but the distance by this route is so great that it cannot control or direct the Eastern business.

The proper Great Eastern route from Cincinnati is *via* the Marietta & Baltimore routes, and to the fullest development of this system the energies and co-operation of Cincinnati should be directed.

This will be apparent by the comparison of distances to tide water from Cincinnati as compiled from Appleton's Railway Guide: Cincinnati *via* Marietta & Grafton, to Baltimore, 588 miles; Cincinnati *via* Atlantic & Great Western, to New York, 862 miles; Cincinnati *via* Columbus & Pan Handle, to Philadelphia, 650 miles.

The mistake of the great Baltimore & Ohio corporation hitherto has been their failure to appreciate this advantage of distance, and have directed their efforts to what they call their main line to Wheeling. The main line of the Baltimore & Ohio Road terminates at Parkersburg. A comparison of distance will show this also: Cincinnati to Baltimore *via* Parkersburg, 588 miles; Cincinnati to Baltimore *via* Columbus, 625 miles. This becomes still more apparent by comparing distances from St. Louis, the only other center, save Cincinnati, accessible to the Baltimore & Ohio Road: St. Louis to Baltimore *via* Cincinnati, 928 miles; St. Louis to Baltimore *via* Indianapolis and Wheeling, 966 miles.

If then, the Ohio & Mississippi were of the same gauge as the Baltimore and Marietta Road, we would have the shortest line from tide water to St. Louis *via* Cincinnati, over the Baltimore & Ohio, the Marietta & Cincinnati and the Ohio & Mississippi Railways.

The importance then, is apparent that this break of gauge be adjusted, and that your city be placed again, which she is not now, on the great thoroughfare of Western travel.

The geographical location of this line, as related to the trade of the Ohio river and the rich country south of the same, makes it one of the most promising as a profitable investment, although the original stock has hitherto been of so little value. The valuable oil and mineral interests of West Virginia on the Kanawha, the superior coal from the Hocking valley, the branch to Ironton and Portsmouth furnaces, the trade of the Scioto Canal line, together with the local agricultural interests, must ultimately make the Marietta & Cincinnati road one of the most valuable commercial avenues for the city.

The branch lines to the Ohio from Vernon to Madison, from Seymour to Louisville, from Mitchell to New Albany, from Vincennes to Evansville, from Odin and Sandoval to Cairo, the valuable limestone, coal and other minerals along the line of the Ohio & Mississippi road, must also make this line second to none now terminating at Cincinnati.

The struggles incident to new enterprises which these corporations have borne must ultimately be crowned with abundant success.

L. L.

The gauge of the North Missouri Railroad has been changed from five feet six inches to four feet eight inches, and now conforms to the gauge of all the roads in Iowa, Illinois, and the Hannibal & St. Joseph Railroad. Trains will run direct from St. Louis to St. Joseph. The work of changing the gauge of one hundred and seventy miles was accomplished in three days.

Michigan Central Railroad.

We take from the Detroit *Tribune* the following brief history of the Michigan Central, and its prosperous career, so largely due to the able management of its late Superintendent, R. N. Rice, Esq.:

"Mr. Rice came here from the Pittsburg, Mass., Railroad, to take the position of cashier and bookkeeper of the Michigan Central Company, in the latter part of September, 1846, the road having been purchased from the State on the 24th of that month. The road was then in a very unprosperous and rather dilapidated condition, had but a small amount of inferior rolling stock, while its western terminus was Kalamazoo. The passenger depot was located where the New City Hall is being erected, and the freight depot was the row of wooden buildings on Michigan avenue, recently torn down from that locality. Mr. Rice held the position of cashier and bookkeeper for three or four years, when he was appointed master of transportation, taking charge of all the rolling stock of the road. In 1855, Mr. John W. Brooks, who was then General Superintendent, was elected President of the company, and removed to Boston. Mr. Rice was then promoted to the vacant office of General Superintendent, which he has since held, and by his able management has brought the Michigan Central to the reputation it now bears, of being one of the very best conducted railroads, in every respect in the United States. Mr. Rice, since his connection with the road, has witnessed some great change in its business and prosperity, which show to a certain extent, the progress of the growth and prosperity of our State, and of the West in the same time.

When Mr. Rice became connected with the road, the rolling stock consisted of seven small locomotives, 10 four-wheeled passenger cars, each capable of accommodating about 20 persons, 4 baggage, and 140 freight cars. This was the inventory of the road when the company purchased it from the September, 1846, for \$2,200,000. It now represents a capital of \$16,000,000, and the rolling stock, as shown by the last annual report, consists of one hundred locomotives, 83 first class passenger cars. The company began by running one train each day, the distance to Kalamazoo occupying 12 hours, and they at once commenced extending their road, and laying a new track the whole distance, putting down the T rail in place of the old strap rail, and completing the road to Paw Paw the following season. They were then obliged to wait for a short time before being able to proceed farther westward, but after another year Niles was reached, and after another short delay the road was built to New Buffalo. Here the Company was obliged to cease further progress westward, on account of the impossibility of obtaining the right of way, and it was only after considerable trouble and litigation that they were enabled to see their way clear to extend the road to Chicago. For several years passengers to Chicago were conveyed by rail to New Buffalo, and thence transported by steamers to Chicago. It was not until August, 1852, nearly six years after the company took possession of the road, that it was constructed to Chicago, and the first train over this road arrived in Chicago on the same day that the Michigan Southern & Northern Indiana was opened to the same city. The business of the road then increased greatly, and after the opening of the Great Western road, in 1854, until the financial crisis of 1857, the receipts were largely augmented every year.

The first month's earnings of the road, October, 1846, which is the best of all months in the year, as regards receipts, was \$50,082. February, 1848, at which time the road was in operation to Niles, the receipts were \$13,945, which is the smallest month's earnings since the company has been organized. In 1852, the first year of the opening of the road to Chicago, the receipts for the month of October, were \$200,000; in 1853, for the same month, \$267,000; in 1855, \$330,000; and in 1856, \$403,000. The earnings then gradually diminished with the advance of hard times, and in 1859, the total receipts for the year were only \$1,733,580, a little more than half what they were in 1856. In 1860 the receipts were a little over \$2,000,000, and since then they have steadily increased until 1865, when the receipts amounted to \$4,568,000. The largest months' business ever done by the road was in October, 1866, when the earnings amounted to \$493,640. The number of persons employed by the Michigan Central Railroad Company, as shown by their last annual report, is 2,746.

Memorial.**ASKING THE ESTABLISHMENT OF AN UNIFORM CODE OF DANGER SIGNALS.**

From the Journal Franklin Institute.—August, 1867.

To the Honorable, The Senate and House of Representatives of the United States of America, in Congress assembled:

The Memorial of the Franklin Institute of the City of Philadelphia respectfully represents:

That they have had in consideration the various sound and color signals employed in running trains upon the railroads of the United States, with a view to ascertain their uniformity.

A Committee of the Institute, to whom the subject was especially referred, report that they have found a great want of regularity in the signal systems adopted and used upon different railroads.

As the employes of the various roads are frequently changed from one road to another, the unavoidable confusion and mistakes occurring under the present lack of uniformity, are fruitful causes of danger and accident to the traveling public, and detrimental to the interests of the companies.

Your Memorialists would, therefore, earnestly impress upon the attention of your honorable bodies the necessity for early legislation in a matter already of very great national moment, and the importance of which is constantly increasing with the rapid growth of our railroad system.

To this end, they respectfully suggest that a law be enacted by your honorable bodies, enforcing an uniform system of signaling upon all the railroads in the United States.

The arrangement embodied in the Act hereto appended, embraces the signals most generally in use at present, and which seem to your Memorialists most fit for the purpose.

AN ACT TO ESTABLISH UNIFORMITY IN RAILROAD SIGNALS.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That from and after the—day of—, eighteen hundred and—, the following rules and regulations for signaling shall be adopted upon all railroads operated by steam in the United States:

REGULATIONS FOR RAILROAD SIGNALING.**Rules concerning Whistle Signals.**

The signal for "Up Brakes," shall be *one* sound of the whistle; "Down Brakes," *two* sounds of the whistle; and *to back* the train, *three* sounds of the whistle.

In case of cattle on the track, and on approaching crossings and curves, there shall be *one* long sound of the whistle.

To call in flagman, or the crew of the train, *one* long sound of the whistle.

On approaching stations *one* long sound of the whistle.

For employes of the road to go to the assistance of a train, *three* long sounds of the whistle.

Rules concerning Bell Signals.

The engine bell shall be rung on starting the train from all stopping places.

Signals to the engineer shall be as follows:

To start the train, *one* sound of the bell; to stop the train, *two* sounds of the bell; to back the train, *three* sounds of the bell; to slacken speed, *three* sounds of the bell.

Rules concerning Flag Signals.

In signaling to trains during the daytime: To indicate "Danger," a red flag shall be used.

To indicate "Caution," a blue flag shall be used.

To indicate "All Right," a white flag shall be used.

When an extra train is following on the same time-schedule, two red flags shall be carried on the front of the engine of the preceding train.

When an extra train is following, which will keep away from all trains, two blue flags shall be carried on the front of the engine of the preceding train.

Two red flags shall be placed on the rear end of the last car of every day train, to enable the engineer to see that all the cars are securely coupled.

Rules concerning Lantern Signals.

In signaling to trains during the night time:

To stop the train, or to indicate "Danger," and at all flag stations and crossings at grade, a red light shall be used.

To indicate "Caution," a blue light shall be used.

To indicate "All Right," a white light shall be used.

When an extra train is following on the same time-schedule, two red lights shall be carried on the front of the engine of the preceding train.

When an extra train is following, which will keep away from all regular trains, two blue lights shall be carried on the front of the engine of the preceding train.

Two red lights shall be placed on the rear end of the last car of every night train, to enable the engineer to see that all the cars are securely coupled.

Rules concerning Motion Signals.

To start the train, one arm held at right angles to the body.

To stop the train, both arms held at right angles to the body.

Generally, all violent motions made by any person to a moving train, shall be interpreted as signals to stop.

Detonating signals, or terpedoes placed upon the track, shall be interpreted to indicate danger.

The Committee, appointed to consider the subject of the proper proportions of safety-valves for steam-boilers, and the best regula-

tions concerning steam pressure gauges, reported as follows:

[This report not being received from the committee, its publication must be deferred—Ed.]

The Committee appointed to draft an Ordinance providing for the Inspection of Steam Engines and Boilers in the City of Philadelphia, reported the following draft of ordinance which they recommended to the Institute for adoption, and requested to be discharged from further consideration of the subject.

J. V. MERRICK, *Chairman*.
ROBERT BRIGGS,
WILLIAM SELLERS,
COLEMAN SELLERS,
WM. B. LE VAN,
JAMES MOORE,
SAMUEL HART,
THOMAS SHAW, *Committee*.

Taxation in the State of New York.

Extract of the report of the Committee on Finance in the Constitutional State Convention, at Albany, New York:

"The financial condition of the State and the excessive taxation now being imposed upon the people, furnish to the minds of the committee conclusive reasons, if there were no others, against the creation of additional indebtedness. This condition, and the amount of taxes upon the people of the State, will be briefly stated. The outstanding debts of the State amount to \$48,351,682.22. The debts of the cities, villages, counties and towns, \$85,000,000, making a total of State indebtedness of \$133,351,682.22. The proportion of the national debt belonging to this State to pay, is not less than \$500,000,000, making a total of \$633,351,682.22, saying nothing of the unascertained national indebtedness, which high authority has placed at the same amount.

"The highest assessed valuation of all the property in this State is \$1,639,432,615; from which it will be seen that this State is permanently indebted to considerable more than one-third of the assessed valuation of the property of the State.

"The annual taxation is very much larger than even the permanent debt would indicate.

Direct taxation by the State.....	\$12,800,000
Direct taxation by counties and towns.....	32,000,000
Direct taxation by cities and villages (estimated).....	18,070,000
Total.....	\$62,800,000

Indirect Taxes—The whole amount of internal revenue received by the United States Government during the fiscal year ending July 1, 1866, was.....\$310,906,884

of which this State paid in fact one-quarter, but say one-fifth, \$62,181,398.80. The whole amount collected by the tariff was nearly \$200,000,000, of which the people of this State must have paid as consumers one-fifth, amounting to \$40,000,000 in gold, which is equal in currency to \$56,000,000, making an aggregate of annual taxation of \$180,981,398.80, which is more than 11 per cent. on the assessed valuation of property, and equals a tax of \$45 upon every man, woman and child in the State, and more than \$200 upon every voter. If this excessive annual taxation should be capitalized it would require the sum of \$3,000,000,000 at six per cent. to pay it,

which is \$1,400,000,000 more than the assessed value of the whole property. If, therefore, the present amount of taxation is to be regarded as permanent, and cannot be materially reduced, the unwelcome truth must be acknowledged that the property of the State is mortgaged to more than the amount of its full value. It is estimated that 3½ per cent. upon the value of property is a liberal allowance for the net profits of the people. This brief statement shows that taxation has reached a point largely beyond the entire net earnings of the whole people, and is absorbing the capital with fearful rapidity. No argument is needed to establish the fact that such an extent of taxation cannot be permanently endured. It is no longer a matter of choice, but of ability. The people have borne these exactions with unexampled patriotism and patience; but they have a right to demand, and your committee believe, do demand from this Convention some alleviation from pursuit and protection against future burdens."

Drilling Machines at the Hoosac Tunnel.

From Journal Franklin Institute.

ANN ARBOR, Michigan.

Early in June last, I visited Hoosac Tunnel to witness the operations of the powder-drills. Machines have been introduced at the east heading only, where they work eight at a time. These are driven by compressed air, at a pressure of thirty pounds per square inch. The air is compressed by water-power, supplied by the Deerfield river. In the tunnel are two heavy frames or carriages, to each of which are mounted four machines. When I observed them, they made about 180 strokes per minute, and drilled an inch and a half hole about three-fourths of an inch per minute. They may be worked more rapidly at a higher pressure of the motor. All the movements of this machine are automatic, except the advance feed. It appeared to require the constant attendance of a man to see that it did not feed too fast. It seems that this part of the problem has troubled most inventors of drilling machines. They have either failed to make them automatic and self-adjusting, or else the devices have been so costly and delicate, that they were of little practical value. But Professor Robinson (my assistant in the University) and myself have invented a method which, we think, entirely overcomes the difficulty. It is cheap, strong, simple in its structure, and perfectly automatic and self-adjusting. It will feed four or five inches at a stroke, if necessary; but, if the cutting does not advance, it will not feed any. If the other parts of a drilling machine can be made as strong and simple as this, no further difficulty will be experienced with them.

Several machines have been tried in the tunnel, but all have failed, except the one now being used. Massachusetts expended about \$13,000 in experimenting upon these machines, which resulted in the construction of the Brooks, Burleigh & Gates' machine, which promised well at first, but which was cast aside after five or six months trial. They broke so rapidly that they could not keep a supply in the tunnel, and at one time there was only one at work. The machine which they are now using (Burleigh's) is a great improvement over all others tried, so far as breakage is concerned. A few men in the repair shop can keep them in running order and they can do more work with them.

The failure of so many machines was casting a doubt over the minds of many about the success of drilling machines, and the ques-

tion of abandoning them at present, and resort to hand labor only, was seriously discussed. This doubt was strongly entertained by the consulting engineer, Mr. Latrobe, (see Report of the Commissioners, House Doc., No. 30, p. 57.) He advised their removal and a resort to hand labor, but recommended that experiments be made outside the tunnel. But fortunately for science, as well as for the advancement of this particular work, the use of the machines has been continued, and they are now making nearly double the advance made by hand labor. The average advance, for several months in 1865-66, by hand-labor, was 55½ feet per month. When I was there, they were advancing at the rate of nearly 100 feet per month with machines. I doubt not they will yet make more rapid progress. In Mont Cenis—the great Italian tunnel—they have advanced at the rate of 7 feet per day, or 162 feet per month of 26 days. In that tunnel they do not observe the Sabbath, and hence they make over 200 feet monthly. But such a rate cannot be expected in Hoosac, on account of the peculiar character of the dip of the rock. The rock is friable, and the blast does not throw out a very large quantity considering the number and depths of the holes.

Mr. La'robe says (page 56) that the rapid blow of machine drills tends to heat the bit, and, by injuring its temper, causes it to wear much faster than hand-drills. This appears very plausible; and yet, from my own experiments and the statistics of others, I am satisfied that drills will do more work in a machine, without sharpening, than they will by hand, and, if water be used in both cases, there is a very great advantage in favor of machine-drills. In the Report of the Chief Engineer, Mr. Doane, on page 30 of the document above referred to, we find that, with hand-labor, for one foot of advance, there were 280 drills dulled and 638 inches of hole; and, on page 31, for one foot of advance, with machines, there were 48 drills dulled and 843 inches of hole—showing that, for every foot of advance, it takes 5.8-10 times as many drills by hand as by machines; also, that the machine drills made 7.8-10 times as many inches as the hand drills, without sharpening. At the east heading is the only place where both machines and hand-labor have been used, or at least there is no other data in said report from which an exact comparison can be made; but the statistics of the work on the central shaft led us to infer that similar results might be expected there from the use of machines. At the east heading, hand drills dulled, on an average, every 2.24 inches, but in the central shaft (p. 35), every 3.30 inches, and, still later, (p. 37), 4.51 inches—the last two of which is but little more than half the average by machines. The rock is more easily drilled at the central shaft. (p. 62.)

It should also be said, in favor of the machine-drills, that the above data is taken from the work of the old machines, which were rejected about the time that the report was made. I was told by the superintendent of the shop, Mr. Hall, that, with the device for holding the drills which was used in that machine, it cost them \$20 per day to keep the drills in the machine. The drills would get loose and break, but the device which they now use holds the drills firmly and they have no trouble to keep them in their place, so that the average distance which the drill will cut in the improved machine should be considerably greater than that given above for the old machines. We ought to expect this result. All tools, or rather machines, when properly

constructed, do more work than hand tools without sharpening or repairing. As examples, witness the machines for planing, morticing, sawing, nail-cutting, sewing, weaving and mowing. The repairs may cost more when made. I have seen a mowing machine cut acres without sharpening, where the scythe should be sharpened many times, and do more work without repairing than scythe and snath. As a general thing, machines which will not do this cannot compete with hand-labor, and cannot come into general use.

A heavy contract has just been made with Dull & Gowan, the contractors of the Chicago tunnel, involving over a million of dollars. They are to extend the heading at the east end at the rate of 91 feet per month, and enlarge the whole tunnel for over 6000 feet, and sink the central shaft to grade (about 540 feet) at the rate of 30 feet per month. With these conditions, their contract extends two years. There is also a contract at the west end, but I think that the west shaft is still under the supervision of the State. Should the experiments now being made by Professor Robinson and myself prove successful, we hope to put a machine into the tunnel that will considerably hasten the progress of the work.

DE VOLSON WOOD.

University of Michigan, July, 1867.

THE RAPID GROWTH OF LONDON.—The *Builder* asks a curious question—"How long will London be habitable?" The enormous town is increasing so rapidly as to threaten to seriously interfere with the comfort of its inhabitants. Already the prevalence of a southeast wind bears to the vicinity of the parks the dense canopy of smoke and the vitiated atmosphere of nine miles of buildings. As the circumference of the vast city is extended, this evil is exaggerated with each annual addition to the space built over. The slight remains of vegetation are daily diminishing. More than six hundred million cubic feet of carbonic acid gas are expired in London in the course of twenty-four hours by human beings alone. This is irrespective of smoke, of the gaseous products of combustion, and of all other sources whereby the air is vitiated. This quantity of carbonic acid renders twenty times its weight of atmospheric air unfit for the support of life. On a perfectly calm day, when the respiration of London hangs within the limits of the metropolitan districts, the polluted atmosphere, were it possible to press it down upon the streets, would fill the whole roadway to a depth of between eight and nine feet. This startling quantity of poisoned air London must daily exchange for fresh. As to smoke, it may be mentioned that on an average 14,000 tons of coal are daily consumed in the capital, a great portion of which is cast into the atmosphere in the partially volatilized form of smoke. The increased difficulty of living in London during the summer becomes every year more oppressive, and there can be no question that the actual experiment of how large a city can be made, will not require many more years to solve.

☛ The Union Pacific Railroad will have had a wonderful year of growth, notwithstanding the drawbacks of Indian disturbances. It is believed that some of these are largely helped by a white element in the service and behest of rival interests. But the evil is only temporary, and the road goes forward—a marvel among railroads in its rapid growth.

MONETARY AND COMMERCIAL.

Monetary affairs have not assumed any new or very noticeable features since last week's issue. Preparations are being made to some extent by Eastern operators for the cash with which to move the crops; this will before long be in the pockets of the farmers, and will very soon after that impart a more cheerful aspect to general business. We, however, do not believe in the big rush of trade that is looked for by many, but do expect a healthy exchange of produce for manufactured goods. If the attempt should be made by speculators either to depreciate the value of produce too much, or to advance the price of goods unreasonably, the trade of the coming season will be much less than is generally anticipated. In the Cincinnati market there is a good demand for money, considering the season of the year; the market is, however, easy for all acceptable paper, but without any material surplus seeking investment. The rates of discount remain without change, being firm at 8@10 per cent. to customers, while outside transactions range from 10 to 12.

The call for Exchange is light, and the market rules dull at 50 cents discount, buying. The following are the usual quotations:

	Buying.	Selling.
New York	1-10@50 dis.	par
Philadelphia	1-10@50 dis.	par
Boston	1-10@50 dis.	par
Gold	141½@141	141½@141½
Silver	130@133	134

The New York gold market has been strong all the week, and prices have advanced. The daily fluctuations have been as follows:

	Opening.	Highest.	Lowest.	Closing.
Aug. 15	140½	141½	140½	140½
" 16	140½	140½	140½	140½
" 17	140½	140½	140½	140½
" 18	141	141½	141	141½
" 19	141½	141½	141½	141½
" 20	141½	141½	141½	141½
" 21	141	141½	140½	141½

The *Tribune* says of the New York market that "Government stocks continue dull in the face of an advance in London on the old 5-20s. The supply of all kinds is large, and to place any considerable sums a further concession would be necessary. State stocks and railway mortgages are lower. Rock Island and Pacific 7s are higher, and sold at 91½. Bank shares are firm. Railway shares are not sustained, and are freely offered at Saturday's rates. Hudson River has taken another upward turn, and sold at 125½. The market is wholly controlled by cliques of new people, and the outside public and established houses seem to have wholly retired. After the call the markets were steady. At the Second Board the market improved a shade, and after the call was steady. Erie sold at 70½. The amount of business doing was very small and the market closed steady at quotations. The closing prices were: New York Central, 105½@105½; Erie, 70½@71; Reading, 105@105½; Michigan Southern, 82½@82½; Cleveland and Pitsburg, 92½@93; Rock Island, 103½@103½; Northwestern, 45½@46; Northwestern Preferred, 70 bid; Fort Wayne, 105 bid."

The Bank Statements has taken money lenders by surprise. Instead of an increase in deposits there is a loss, and that too in the form of legal tenders to a degree which re-

duces the surplus of reserve 5½ millions. The drain of currency to the interior has exceeded all calculations, and future progress in this direction will be watched with interest. The figures of the banks this time in August, 1866, when there was a scanty crop to be moved, and now when the crop is an average, will be seen by the following table:

NEW YORK CITY BANKS.

	Aug. 17, 1867.	Aug. 18, 1866.	
Coin	\$5,930,557	\$7,545,513	Dec. \$1,624,956
Legal Tender	69,473,793	84,800,071	Dec. 15,326,278
Reserve	\$75,304,350	\$92,345,864	
Deposits	194,046,591	214,310,576	Dec. 20,263,985
Circulation	33,669,757	28,796,904	Inc. 5,862,853
Liabilities	\$297,746,348	\$242,107,480	
25 per cent.	56,929,187	60,526,870	

Excess over

legal reserve	\$8,465,163	\$31,818,714
Dec. ease of reserve over 25 per cent.		\$13,353,551

These figures will explain why bank managers are so cautious and keeping their affairs well in hand. The legal tender money upon which they are now resting is steadily disappearing, and compensation can only be found in a reduction of bank credits. Some Western banks are in the market for discounts to enable them to give facilities to grain operators. Call loans are quoted 4@5 per cent., and 6 upon mixed collaterals. Commercial paper is more plenty, but is not saleable unless short and prime.

CATTLE FREIGHTS.—The grouchy editor of the *Tribune* in their issue of Aug. 19th, says:

A meeting of railroad officials was held today, and an agreement made to put up the price of cattle freights on the 26th inst. If the rates are advanced, a cattle contract made with Mr. Alexander, of the Pittsburg and Fort Wayne route, now valueless, will become worth to its holder \$400,000. From the eagerness shown to get cattle freights up, it is supposed that the profits on the Alexander contracts are to be divided in some form among railroad managers, not shareholders.

☛ The *Omaha Republican* says not less than one thousand buildings, of all classes, will be erected in that city this year. It says the trains of the Chicago and Northwestern Railroad have brought directly from the East nearly or quite as much general merchandise as was imported by all the channels of communication in 1866.

☛ The *Burlington Hawk Eye* says: Since the Chicago, Burlington & Quincy Road have commenced transferring loaded cars over the river by barges, thirty cars have been brought over and shipped west by the Burlington & Missouri Road, loaded with lumber, salt, &c. Fifteen were brought over in one day.

☛ The track of the Minnesota Central Railroad between Cresco and Owatonna is now being laid at the rate of two miles per day. At the present rate of work, the road will be ready for the cars on the 15th of December.

☛ The ties for the Kansas Pacific Railroad have to be transported from the eastern border, and are estimated to cost, laid down, one dollar each. Fuel used by the locomotives has all to be transported two hundred miles.

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PUBLIC OFFICES, Etc., Etc.

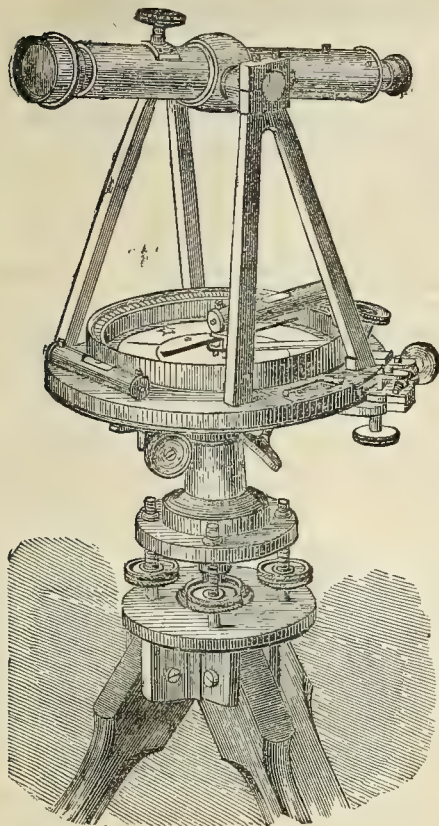
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CINCINNATI, O.

Jan 24 '67, 3mp

JOHN BLAKELEY,
DEALER IN "

WOOL & COTTON WASTE,

FOR RAILROAD & STEAMBOAT USE,
STEAM PACKING, ETC.
No. 233 Church Street,

MADE IN U.S.A.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets $2\frac{3}{4}$ inches in width, and under. For Tickets over $2\frac{3}{4}$ inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.
167 Walnut St., Cincinnati, O

WRIGHTSON & CO.,

Railroad Printers

167 Walnut Street,

CINCINNATI, O.

HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards.

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

Way Bills,

Blank Books

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Got out in first-class style, and at as low rates as an establishment in the country.

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H. & D. & D. & M.
MERCER, MORE & CO.,
BUILDERS OF EVERY DESCRIPTION OF
RAILROAD CARS
Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C. & I. C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C. & I. J. R. R. College Cor., Ind
J. M. LUNT, Sup't, C. & I. C. R. R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C. H. & D. R. R., Cincinnati,
J. H. WELLER, Ass't Sup't, D. & M. R. R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G. W. R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C. & I. J. R. R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., Indianapolis
[Aug. 2, 1886]

THE
STEAM SYPHON PUMP
IS THE
*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.
WITH THE
STEAM SYPHON WATER-STATION
ocomotive can raise water, with its own steam, to fill
ts tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT
FIRE-ENGINE,
Rever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,
THE BEST BILGE PUMP,
for Steam Vessels, in use
For Circ and other information, address,
STEAM SYPHON COMPANY,
48 Dey Street,
NEW YORK.

VERY CHOICE
Oil Lands
IN
Kentucky & Tennessee,
FOR SALE BY
T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THROUGH
—FROM—
CINCINNATI TO NEW YORK
WITHOUT CHANGE OF
COACHES!
—VIA—
Atlantic & Great Western R'y.



The Night Express will run as follows:

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLON	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
} At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE
TO THE
OIL REGIONS OF PENNSYLVANIA
Passengers to the Eastern Cities will find the
Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequalled by any Railway on this continent.

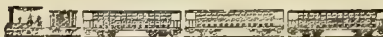
SLEEPING COACHES
Provided for all Night Trains, and Smoking Cars for
Trains.
Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!
FOR THROUGH TICKETS AND BAGGAGE
CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.
W. B. SHATTUC, Gen'l Ticket Agt. I. D. RUCKER, Supt.

CENTRAL RAILROAD
—OF—
NEW-JERSEY.



On and after Monday, May 21, 1886, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.
State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. B.)
7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night
9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.
12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.
5:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)
9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.
3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.
9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.
7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.
2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

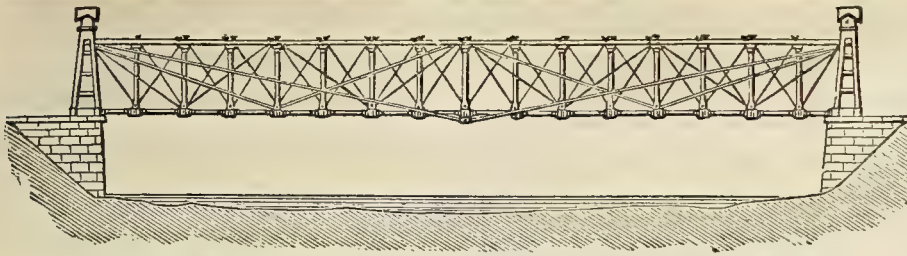
INDIANAPOLIS & CINCINNATI
RAILROAD.



	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.
J. F. RICHARDSON, Ass't Superintendent.
F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

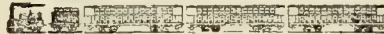
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
my11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLEB, General Ticket Agent. my11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and best material, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore and the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, *Master Transportation, Baltimore*
J. H. SULLIVAN, *Gen. Wagon Agent, Baltimore, O.*
L. M. COLE, *Gen. Ticket Agent, Baltimore.*

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

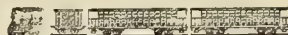
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time **TWELVE MINUTES SLOWER** than Cincinnati time.

For all information and through tickets, please apply the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the **RIGHT TICKET OFFICE** before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front-street where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9.

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—¼ to 24 inches in diameter, and branches, for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.
Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The real estate and personal property of this country was put down in the census of 1860, at *sixteen thousands of millions, one hundred and sixty million* (\$16,159,616,068). Now, in order to see whether this is correct or not, we must make an analysis—assume some unit of value. In the State of Ohio, the assessment for taxation (which is the basis of the census calculation), is put down at the *cash* value, which is of course below the selling value, and we know, by actual sales, to be far below it. Taking the valuation of Ohio, as a unit, we find in 1860, that the valuation of property was \$1,193,808,422; but, in looking to the value set down for New York, we find it only \$1,844,000,000. But, we know that New York is 65 per cent. more populous than Ohio; and that an immense wealth is concentrated in the city of New York. Hence, we say that New York was in value 75 per cent. more than Ohio. The true valuation of New York then is, \$2,087,000,000. There are several other States, in which the same correction has to be made. The increase of values of property from 1850 to 1860, was 130 per cent. or 13 per cent. per annum. From 1861 to 1865, (during the war) the increase was probably not over half that. In the seven years from 1860 to 1867,

we suppose the increase of property to have been 60 per cent. Correcting then the values of the census, and adding 60 per cent., we have this result (and allowing ten Southern States not to have increased at all):

New England.....	\$3,000,000,000
New York, New Jersey and Pennsylvania.....	6,340,000,000
Maryland, Delaware, Tennessee, & ten Confederate States.....	5,500,000,000
The old North-west and Ken- tucky.....	6,060,000,000
West of the Mississippi and Ter- ritories.....	1,904,000,000

Aggregate Wealth..... \$22,804,000,000

If we divide the entire debt by fifteen, we have \$166,000,000, to be paid each year to pay the whole in fifteen years. This is just about *three-fourths per cent per annum on the entire wealth of the country*. This is not equal to what is frequently laid by cities and counties, and we unhesitatingly say, that the country can and ought to pay off the entire public debt in that time. What we want is the best *mode* of laying taxes for that purpose. But no mode can be so bad as that of depreciating the credit and currency of the country. Therefore, we say, let us meet the case manfully and pay the debt honestly.

Cincinnati & Norfolk-Covington & Ohio Railroad.

GALLIPOLIS, Aug. 23, 1867.

Messrs. Editors:—I read your editorial in the last RAILROAD RECORD with much pleasure. I hope you will be able to rouse up the attention of your business men and capitalists to the vital importance of the immediate extension of this line from Cincinnati through Virginia to tide water. There are some facts just now occurring, which should induce Cincinnati to stir itself in this matter. I see by the last papers that the Baltimore & Ohio Co. are seeking to get control of the line from Chattanooga through Eastern Tennessee to Norfolk. This is a move against the Central Virginia line. The Baltimore & Ohio influence will leave no effort untried to defeat the construction of this line. It has already procured the charter for a road from Big Sandy through the central part of West Virginia, connecting with its line near Grafton. The object of this line is to pierce central Kentucky, and reach Louisville and the South-west by a direct line. It will thus be seen that, while the New York & Pa. roads turn Cincinnati on the north, the Baltimore & Ohio Co. are seeking to do the same on the south. The B. & O. road would prefer to control the South Side Virginia road, if by that means it can defeat this Central line with easier grades and longer curves than its own. The influence of the Baltimore & Ohio Co in 1854, in a combination with the Virginia South Side road, defeated the extension of the Covington & Ohio line to the mouth of the Kanawha;

and finally defeated the completion of the road itself. It was this influence too, which drove the termination of the line where it should be made, to the mouth of Big Sandy, and towards Central Kentucky and away from Cincinnati. If the Baltimore & Ohio Co. can get control of the road into Tennessee, it can bring all its business to Baltimore from Lynchburg, by the road leading thence to Washington City and Baltimore. The interests, which now control the main railroad lines East, are the interests of certain cities, to-wit: Baltimore, Philadelphia, New York and Boston. The capitalists of these cities each control a particular line, and so manage its business relations in its extension West, as to bring trade and business to their favorite city. Baltimore is seeking to direct the trade of the Ohio river valley and all the country south of it, upon Baltimore; and hence its efforts to open direct lines between Baltimore and Kentucky, and Tennessee and the South-west, so as to avoid Cincinnati and prevent business from passing through it, as in that case it may go off to Philadelphia and New York by other lines.

This policy can be counteracted and defeated, whether on the north or south, only by opening this great line to tide water, over which transportation must be cheaper than over either the B. & O. or Pa. line. It is not to be expected that capitalists in these rival cities will lend their money to aid a line, which will diminish their dividends on roads, in which they are now deeply interested, and turn away business from the cities in the growth of which they are equally interested. Were not this the case, capital could be had very readily to complete this line; since no line now offers equal inducements for the investment of capital as this line does. This new and preferred stock of \$5,000,000, is to have an 8 per cent. dividend before the other stock will be paid anything. This 8 per cent. will be paid from the opening of the road; and I agree with you, the road will pay dividends on the balance of its capital. This line will command freight and business from its opening. It will also have a local traffic, which the B. & O. line has not. This line runs through a thickly settled country, where coal, and iron, and timber, and plaster abound; and hence, will have a heavy local traffic, an advantage not enjoyed by the B. & O. road. The counties of Greenbrier and Monroe are well settled and rich. The soil is a rich limestone soil, well calculated for wheat and grazing; in fertility it equals the blue grass region of Kentucky. Were this line made, these counties would raise large quantities of wheat, which it cannot do at present for the want of the means of transportation to market. These counties are at present engaged in raising cattle for market, as these can be driven. The plaster beds of this region will furnish Southern Ohio and Western Virginia a cheap fertilizer in the

products of these beds. The plaster here found is equal to any of the Nova Scotia plaster, which is now so largely imported into the Eastern states.

There is no difficulty with the M. & C. R. R. This road is deeply interested in this connection. It will carry this freight and travel one hundred and fifty miles, and by means of its connections can take freight in Chicago and Detroit, and deliver it over this line at tide water cheaper than it can be done by any other line. In this way the M. & C. Co. would build up a new trade and largely increase its business, and that without diminishing its business to Parkersburg. The B. & O. connection is of little value to the M. & C. line, as that line sends its freight by the Ohio Central or by the river, and thus supplies but little business to the M. & C. line.

There is but one way that the B. & O. road can control the M. & C. Co., that is by buying up its stock. I am told that the B. & O. Co. now own about \$1,000,000 of its stock, and in this way may seek to control its policy. But if the capitalists of Cincinnati will take hold in earnest to crowd through this new line to tide water, they too can buy up M. & C. stock at its present low price, and make a speculation out of it; since this connection made, and the M. & C. R. R. stock would in my opinion be doubled in value. It now has the line to Portsmouth, a short line will enable it to connect with Ironton, and this branch to Gallipolis would secure a connection with Pomeroy and Gallipolis, and thus give that road the control of the entire business of Southern Ohio with its immense beds of coal, and its productions of salt and iron. The local freight in this region of Ohio coming to a railroad is larger than in any other equal portion of the State. The M. & C. Co. are completing a short line branching off at what is called Mineral city, some ten miles west of Athens, and running up to the Nelsonville coal field. This branch will furnish an immense supply of this coal, which pays good freight and sells at a profit at all times. It is already sent as far north as Toledo and Chicago at a profit, while the cost of doing it, is now greater than it will be, when this branch line is completed. There is also an abundance of coal on Little Racoon, through which the line from Gallipolis to Hamden must pass. The future of the M. & C. road is therefore encouraging. This new connection perfected through Virginia, and no road in Ohio has in the future a more encouraging prospect. Such being the case, let her capital take the control of the road, so as to prevent the B. & O. R. R. Co. from dictating its policy.

If that, however, should unfortunately be the case, a straight line can be made from here to Cincinnati, passing by Jackson, Pipe-ton, and along the divide between the head waters of the streams running into the Ohio and Little Miami rivers. This line will be

cheaper and have easier grades, than a line nearer the Ohio river, which would be compelled to pass across the valleys of these streams running to the Ohio, and thus encounter heavy grades in passing from one valley into another. But the business on this branch will be too important to be lightly thrown aside by any set of stockholders. The M. & C. Co. will also have the advantage of two outlets, and hence both companies would be deeply interested in acting fairly with it.

There are several railroad lines which come into the city, equally interested in the success of this line. Its completion would bring freight over them, which otherwise would go directly East over other roads. Let these companies in connection with the capitalists of the city take hold of this matter in earnest, and it can be carried through in two years. Less than \$1,000,000, now given in aid of this line, will secure its completion in less than three years, and open a line in one year into Western Virginia, as high up as Scory's creek, about one hundred miles from the mouth of the Great Kanawha. Mr. Cutler is prepared to make a branch from Hamden to this place and Pomeroy, if the funds can be raised on the credit of the company, and the branch line to be made. \$300,000, in addition to what can be raised along the line, will enable him to make this line next season; and, this completed, a connection with Charleston, West Virginia, could be secured by steamboat, so that a traveler might leave Charleston in the morning, and sleep in Cincinnati. This extension would be of great immediate advantage to the business and town of Cincinnati.

SIMEON NASH.

Receipts of the Western Union Railroad Company, for the week ending August 21:

	1867.	1866.	Inc.	Dec.
Freight.....	\$13,300 44	\$7,689 92	\$5,610 52	.....
Passengers	3,182 05	3,076 12	1,059 93	.....
Express and Tel.	32 00	250 00	70 00	.....
Mail.....	375 00	379 91	.....	4 91
Totals.....	\$17,177 49	\$11,395 95		

Receipts from January 1, to August 21:

1866.....	\$472,713 95
1867.....	360,949 10
Decrease.....	\$111,764 95

THE NEW RAILROAD BRIDGES.—The work on the Lehigh & Susquehanna Railroad Company's Bridges, that span the Delaware and Lehigh at this place, is being pushed rapidly forward. On the Delaware bridge the piers are all completed but one, and the iron work is nearly completed on four of the spans. For the Lehigh bridge, one pier is entirely completed, and the second one is rapidly going up. When completed these will be among the finest bridge structures in the United States.—*Easton Sentinel*.

In another item the *Sentinel* says: "The new depot of the Lehigh Valley Railroad company, at this place, will soon be ready for the roof. When completed it will be one of the handsomest and most convenient structures of the kind in this part of the State."

Specie Payment.

The only mode by which specie payments can be reached is by retracing the steps by which specie was abandoned as the standard. As prices were advanced by the manufacture of hundreds of millions of paper tokens called by law money, swelling thereby the volume of the currency, and decreasing its value as compared with fixed property, so prices can only be restored to natural values by recalling the paper tokens issued under the pressure of the rebellion.—As the legal tender paper is cancelled, market values will recede, and by no other process can this desirable result be attained. Upon this financial authorities agree and the only point of difference is as to the time when this withdrawal of legal tenders can be made most safely. Secretary McCulloch is of opinion that specie payments can be reached in July, 1868, and in his belief we fully share.

The above paragraph from *Thompson's Bank Note Reporter*, contains "in a nutshell" the gist of the whole argument of those who are trying to crowd the Secretary of the Treasury into a heavy contraction of the currency and a forced resumption of specie payments. It is not enough that the Secretary shall withdraw or convert some seven or eight hundred millions of the compound interest notes and seven thirty's that were used practically as currency in the course of a year or two, changing them into a bonded gold interest bearing debt, but the legal tenders also must be withdrawn, and a vacuum created that will have to be filled by Bank trash. The people are well enough satisfied with the government money, and do not desire to exchange it for the promise to pay of every adventurous sharper, either in or out of Wall Street, who chooses to start a "rag mill." It is not pretended that there is a redundancy of currency at the present time,—that we have more than is necessary to economically conduct the business of the country. Yet at the same time it is desirable that we shall arrive at the specie standard—that specie payments should be resumed—but it is not such a desideratum as to render it necessary to paralyze or destroy the industrial interest of the country. There is a class of operators who expect to realize advantageously out of every change, on the principal of "heads I win; tails you lose,"—to whom any settled, fixed policy would be like a "dead calm" to a sailing vessel—and to their interests we do not think it to the duty of the Secretary or of Congress to sacrifice all other material interests.

An immense power has been centered, necessarily, in the hands of the Secretary of the Treasury, and great wisdom and discretion has been manifested in the exercise of that power; we think that the time has now arrived for partially at least, curtailing it,—for setting metes and bounds—and reducing the duties of the Secretary so as to more nearly approximate their legitimate sphere. It is not now necessary that the Secretary should have entire control of the money market—that he should be a "setter up and puller down of

things." The Secretary gets too much gold—more than is needed for the necessities of the government—hence he is compelled to go into the market alongside of other speculators and sharpers and assist in debasing and prostituting the currency—the value representative medium of the people—he can make it dance to any tune he may choose to whistle. This power should be taken away—not by reducing the customs, but by elevating the standard of greenbacks,—by giving them a dignity and value they have never hitherto enjoyed. So far as it is possible without detriment to the interests of the government let them be put on a par with gold—let them be received in payment of customs to the amount of thirty, fifty or sixty per cent. This will prevent the enormous accumulations of the precious metals in the hands of the Secretary—it will materially reduce the demand for *cash gold*, and it will obviate the necessity of the Secretary, every time when he sees proper, rendering himself a nuisance to the great mass of the people by going into the market and disturbing the values of all commodities. It will very materially lessen the difficulties in the way of a resumption of specie payments, and if adopted, the character and dignity of our government will be vindicated; the people will have a currency the same as the government, and we see no reason to question the opinion of the honorable Secretary that "specie payments can be reached in July, 1868."

CINCINNATI, DAYTON & EASTERN RAILROAD.—A new time table took effect on the Cincinnati Dayton & Eastern Railroad, Sunday. Under the new arrangement, there will be four trains daily over the whole length of the road, viz: Way Freight, Express Freight, Mail and Night Express. New and elegant sleeping coaches are to be placed on the Night Express, which leaves at 6:15 P. M., and arrive at Sandusky at 6 A. M. The night passenger train makes the distance between Cincinnati and Sandusky in eleven hours and three-quarters.

Now is the time to enjoy a trip to the Lakes and we are glad to see that the Managers have had sense enough to prepare for this class of travel. Heretofore the accommodations on this road have not been as good as they should be, but we understand that every thing is to be brought up to the standard of a first class road.

PHILADELPHIA & ERIE RAILROAD LUMBER TRADE.—The Philadelphia & Erie Railroad shipped from this point since the 1st of January, 2,153 cars laden with lumber. Each car averages about 9,000 feet, which would make about 1,537,700 feet from 1st of January to 1st of August. This shows only one source of shipment.—*Williamsport Bulletin*, August 10.

The cars on the Minnesota Central Railway will run to Austin about the middle of September, and the through rail route from St. Paul to Prairie du Chien will be open for travel about the first of November.

The North Missouri Railroad.—Change of Gauge.—Progress of Narrow Gauge.

We learn that on Friday, the 2d of August, the North Missouri Railroad Company began the change of its gauge from this city to Macon city, the junction of its road with the Hannibal & St. Joseph Railroad, the distance being one hundred and seventy miles. On Friday and Saturday the gauge was changed from St. Charles to Macon, a distance of one hundred and fifty miles, and on Monday of this week the gauge was changed from St. Charles to St. Louis, so that the running of trains was resumed on Tuesday, making only three days that trains were suspended to effect a change of gauge for one hundred and seventy miles of road.

This change of gauge gives the North Missouri road the four feet eight and a half gauge which is the same as that of the Hannibal & St. Joseph road, the Iowa & Minnesota roads, the Union Pacific roads, and the same as nearly all the roads east of us, and will enable the North Missouri to carry both Freight and passengers to St. Joseph, Atchison and Leavenworth without change of cars, and to all points in Iowa and Minnesota, and points reached by the Union Pacific roads, when their connections are formed, and also East when the railroad bridge at St. Louis is built.

We have heard it suggested that, in anticipation of the bridge, the Chicago, Alton & St. Louis, the Terre Haute, Alton and St. Louis, and other Eastern roads, together with the North Missouri road, are considering whether it will not be advisable to make a similar improvement to that at St. Charles near the North Missouri depot on this side of the river, whereby freight and passengers can be transferred, so that passengers can take the cars on the St. Louis side of the river and freights be loaded from this side.

We learn that the total cost of this improvement for this purpose would not exceed fifty thousand dollars. It is the next best thing to a bridge, and would answer admirably. It would in the winter be subject to interruption when ferry boats could not run in the ice. It seems to us that it would be a most desirable thing to land and take passengers and freights from this side of the river. It is a great delay and annoyance, it seems to us, to have to unload and ferry in wagons freights from and to St. Louis, from the Illinois shore, and we know from our personal experience that families and persons arriving and going East dread the omnibus ride and crossing of the river at St. Louis more than the whole trip, and any improvement that will overcome this will meet with favor from the traveling and business public.

We are glad to learn that track-laying is progressing towards Iowa, north of Macon. By the first of September it is expected that 12 miles of road will be in operation north of Macon, leaving only fifty two miles to complete to reach Iowa, upon which the grading is about half done. It is intended to have the North Missouri road done to Iowa as soon as the St. Louis & Cedar Rapids or the Iowa Central can meet it there, which is thought will not be later than June of next year.

Track-laying will commence on the West Branch of the North Missouri Railroad by the first of September, and will be completed to Brunswick some time in October, a distance of forty miles. The branch extending from Centralia to Columbia, in Boone Co., a distance of twenty-two miles, will be completed about the first of September. Six miles of the track are laid, and the contractors are pushing the

work along. By the first of November or before, the North Missouri management expect to have some 75 miles of new road to operate, making a total length of road of two hundred and forty-four miles.

It is believed that the completion of the road to Brunswick will nearly double the present business of the road, and that when a connection can be formed with the Iowa roads, that it will greatly change its financial condition.

In looking over the whole field of St. Louis railway connections, the effects upon this city and the effects upon the proposed connection of the North Missouri Railroad on its own interests, it seems to us that it is second in importance to no road that connects with St. Louis, and that a few years will show it to be a splendid paying road. It will take a little time for this. It has to complete its connections, and get business flowing over it which will at once follow its completion, when we predict that it will become one of the most prosperous roads in the country. It has our best wishes for its most abundant success.—*Missouri Republican Aug. 12.*

Railroads to the Atlantic.

From the New York Post.

The futility of the alarm which has been aroused against railroad consolidation can be shown in many ways. The perfect freedom which our State has reserved to charter new railroads in competition with the old ones, with the absolute control of fares and management retained by the Legislature, are a sufficient security against the perpetuation of either an injurious monopoly or an actual control of the politics of the State. The determination of the people on the west side of the Hudson river to have a railroad to New York, the energy that is pushing the midland railroad from Syracuse through Otsego county to the Hudson, and other projects hardly yet matured, with the abundant resources of intelligent and prosperous communities, are sufficient to defy and defeat all monopolies and all rings and combinations of interests.

Healthful competition is not to be looked for in this State alone, or in lines centering directly in the city of New York. Boston is boring Hoosac mountain for the purpose of tapping the New York Central Railroad, meaning also to have, by and by, an independent line to Sacket's Harbor, by the time the Niagara Ship Canal is ready to empty the whole trade of the upper lakes into Lake Ontario. By another project they intend also to tap the Erie Railroad at Newburgh, to contend for a larger share of the trade of the West.

To say nothing now of the efforts of Philadelphia, Baltimore, Richmond and Charleston to intercept our trade midway by transverse lines, or of the possible capabilities of the St. Lawrence and its valley, a new competition has been started from Portland, with a spirit that cannot fail to accomplish important results. Portland is already the most convenient seaport for Montreal and all lower Canada, and the completion of the provincial road from Quebec to Halifax is not likely to alter this relation. But now Portland is about to strike out directly for the West by a new road, to run through Crawford's Notch in the White Mountains, cross the Connecticut river near the mouth of the Passumpsic, and thence run to Montpelier. There it will connect with the Vermont Central Railroad, and so with Ogdensburg and Lake Ontario. By another route it is proposed to reach the same lake at

Oswego, which will bring Niagara Falls ninety miles nearer to Portland than it is now by the Grand Trunk. It is even suggested that eventually a lake shore railroad from Oswego to Niagara Falls will strengthen the competition with the New York Central road.

How many of these projects may be completed, what others may arise, or how soon or how rapidly this matter may develop itself, is not necessary now to know or foretell. The genius of our institutions will naturally lead to the investment of large parts of the rapidly increasing wealth of the community in railroads and other means of facilitating and expediting trade and intercourse between distant sections and Europe. The growing strength of our productive and accumulative power laughs at the tow springs and green withes by which monopolists and protectionists seek to control the irresistible laws of trade.


The above is intended as a warning to the New York Constitutional Convention, now in session, and who are endeavoring to confine the commerce of the West to the narrow channel of "our canal." The State of New York is indebted for her present pre-eminence in wealth and commerce, to the wisdom, foresight and liberal policy of internal improvements adopted by Mr. DeWitt Clintons; she must not, however, suppose that she can retain her proud position without exertion, or that no other avenues exist or can be found through which the commerce of the West can reach the seaboard.

Mineral Point Railroad.

The Grant Co., Wis., *Witness* says that the amount subscribed toward the completion of the railroad from Platteville, in Grant Co., to Calamine, in Lafayette Co., now stands \$300,000, of which Mr. Beecher, of the Mineral Point Railroad took \$150,000, the town of Platteville \$60,000, and the citizens of Platteville \$90,000. This amount, if it was all in ready cash, the *Witness* says "would be nearly enough to complete the road—\$320,000 being the amount estimated as necessary. But as a considerable portion of the individual, and all of the town stock is second and third class, the company will only be able to realize about 66⅔ cents cash on each dollar of stock subscribed. This will make it necessary to raise \$120,000 more stock, and it is proposed to raise it in the following towns: Belmont \$30,000; Elk Grove, \$30,000; Kendall, \$20,000; by towns this side of the line, \$40,000.

The amount already subscribed is sufficient to construct five miles of the road; and if the remainder should be taken, the eight miles can be completed and a depot built by the 1st of January next.

TUNNEL AT POINT OF ROCKS.—We learn that the tunnel at Point of Rocks, on the Baltimore & Ohio Railroad, has been so far completed as to be ready to receive the track. The tunnel at Williams' Point, a mile and a half beyond, is being vigorously worked, in order, it is said, to have the double track completed by the 17th of September.—*Frederick Citizen.*

 The Central Pacific Railroad Company have roofed ten miles of road through the snow region. They intend to cover all the worst exposures for winter travel.

The Iron Mountain Railroad.**IMPORTANT CORRESPONDENCE IN RELATION TO ITS
CONDITION AND EXTENSION.***Hon. Thos. Allen, St. Louis:*

DEAR SIR:—The undersigned, citizens of St. Louis, desiring the completion of the Iron Mountain Railroad, beg leave to inquire of you what steps, if any, have been taken to carry the extension forward; what is the probable time in which an outlet to the Southern railroad system may be opened over the road, and what is the general condition of that part of the road now in operation.

If not incompatible with the interests of the enterprise, we shall be glad to hear from you at your earliest convenience.

Very respectfully,

Your obedient servants,

JAS. S. THOMAS, Mayor.

CHAS. L. TUCKER,

Pres. U. M. Exchange.

ADOLPHUS MEIER,

Pres. Board of Trade.

St. Louis, July 31st, 1867.

St. Louis, August 1, 1867.

Honorable James S. Thomas, Mayor of the City of St. Louis; Charles L. Tucker, Esq., President of the Union Merchants' Exchange, and Adolphus Meier, Esq., President of the Board of Trade:

GENTLEMEN:—I take pleasure in answering your letter of yesterday's date in reference to the St. Louis and Iron Mountain Railroad.

In January last, when a thousand miles or more from this city, negotiations were opened and concluded by telegraph to buy this railroad of those who had purchased it of the State, I bought it, and came into possession of it January 12th. I chose my engineer and gave him instructions to make the necessary surveys the same day. The country being covered with snow, he did not get into the field with his corps until February. Since that time until the latter part of June he and his party have been industriously at work making preliminary surveys, during which time they encountered the severest storms and floods ever known in South-east Missouri. They have surveyed over four hundred miles in the aggregate, having surveyed three routes through to Belmont, and one to the Arkansas State line, and connected the latter with the surveys of the public lands. They could not make any report to me of the details of the different lines until early in July, and as the results settled the route decidedly and beyond controversy, seventeen miles of it was promptly put under contract July 15th, to be finished in November. In the meantime agents have been employed procuring the right of way and are still at work at it. The engineers are also preparing for contract thirty miles additional, to be completed before January 1st. Such is the nature of that lower country, that it is scarcely practicable to execute railroad work there except during the last six months of the year. And as it is desirable to get over those low lands this year, and cheaper to get our rails and supplies to Belmont by water, it has been deemed undoubtedly best to commence our work at that end of the line.

There are besides some unfinished problems connected with the question of definite location at or near Pilot Knob, which has delayed the work of construction there. We are at work upon them expecting to solve them soon. Taking it for granted that the Legislature intended that this road should be completed

to Belmont, we have sought to put it on the shortest, cheapest, levellest and straightest line between that place and St. Louis. That line is about 191 miles, with a maximum grade going South not anywhere exceeding 60 feet, while nearly one-half the distance to be built will be straight lines, and near a water level. All other lines are longer, crookeder, higher grades, and more expensive to build and to operate. This line will enable us to compete successfully with our neighbors in Illinois for the trade which concentrates at Cairo and Columbus, and which in winter season is almost wholly, and in the summer partly, diverted from us. It will enable us, by adopting the Southern gauge, to run a loaded car from St. Louis to any Southern city without breaking bulk, and loaded cars can come to St. Louis in the same manner from any city of the South. This object of such evident importance to St. Louis, can be accomplished in two years, and probably will be, in the ordinary course of business, if sustained by public sentiment, and left untrammelled by politicians. Our contract requires the completion of the road to the intersection of the Cairo and Fulton road within three years from the date of sale, and the expenditure of at least \$500,000 per annum in the work. This contract we expect to fulfill if the State will permit us. A side issue—one State officer charging other State officers with fraud in the original sale—a matter we had nothing to do with, and of which we know nothing, but which some of them have endeavored to connect with and fasten as an incumbrance on the progress of the road, is operating injuriously, and will delay the work, and against which, as innocent purchasers, we shall look for protection and indemnification.

The general condition of the road now in operation is as good, if not better, than that of any other railroad in Missouri. Our shippers tell you that they have been able to accomplish more in transportation over the road than they were ever able to do at any time before. This fact has an important bearing upon our iron interests. We are keeping the usual force upon track repairs; we have rebuilt several bridges and they are all now in good order; several locomotives have been overhauled, two new ones nearly completed, and a number of new freight cars added. The rails in the track between St. Louis and Jefferson Barracks are considerably worn in several places, but when we came into possession of the road there was not a solitary new rail to be found on the line, but a proper supply of new ties has always been kept up and put into the track. Several hundred tons of new rails have been bought, some have been put into the track, others are going in, and more are arriving, and in a short time all rails too much worn for service in the main track will give place to new ones. We have, however, had no accidents from want of repairs in the track. One or two cases of broken axles, doing no serious injury, is not surprising after ten or fifteen years of service. We intend to keep our road in perfect repair, construct it out of new and best materials, and most approved patterns, and in fine, to have a line, when completed, first class in all respects, connecting St. Louis with all the Southern States, and being one of the best through routes in the valley of the Mississippi.

It has, however, cost over four millions, and will cost over four millions more. We have, therefore, no holiday work before us, and we shall need much of public spirit, much faith and money, a free and fair field to work in,

and liberal treatment on the part of the State authorities.

I am, very respectfully,

Your obedient servant,

THOMAS ALLEN.

**CIRCULAR NOTICE TO THE STOCKHOLDERS OF THE
OLD ST. LOUIS AND IRON MOUNTAIN RAILROAD
COMPANY.**

The stockholders of the old St. Louis and Iron Mountain Railroad Company of 1851, are informed that the new company of 1867, desirous of encouraging and conciliating that public spirit by which the enterprise was begun and must be sustained, offer said stockholders an opportunity to reinstate and reinvest themselves with the like amount in the new company on the following terms:

To subscribe anew, and pay five per cent. in cash. To pay 12½ per cent. when the track of the extended road is laid half the remaining distance to be built. To pay 12½ per cent. when the track is completed through. To pay 20 per cent. when the completed road earns a dividend of six per cent. per annum, and then they shall receive certificates of full paid stock of \$100 per share, on which they will have paid but \$50-

This offer to close on the last day of August, 1867.

THOMAS ALLEN, President.

St. Louis, August 1, 1867.

The Chicago and Northwestern Railroad Company has issued a report showing its condition and the operations of the Company during the past two years. The following is its general balance sheet, May 31, 1867:

Dr.	
Old Construction Account—Being cost of property in accordance with terms of consolidation.....	\$35,272,814 39
New Construction Account—Being amount expended since consolidation.....	1,770,356 29
New Equipment Account—Being amount expended since consolidation.....	4,828,399 50
Securities on hand.....	2,629,593 10
Shop materials and wood on hand.....	1,363,158 76
Total.....	\$45,864,322 04
Cr.	
Common stock.....	\$13,232,495 61
Preferred stock.....	14,789,125 42
Funded debt.....	16,251,000 00
Unfunded debt.....	1,123,476 55
Income Account—Balance to credit.....	468,224 46
Total.....	\$45,864,322 04

The report of the Boston and Maine Railroad for the year ending May 31, 1867, gives the following figures:

Gross revenue from all sources.....	\$1,620,676 66
Expenses, including taxes of all kinds.....	1,112,971 90
Net profits.....	\$507,704 76
Divided among stockholders....	415,570 00
Remaining undivided.....	92,134 76

The length of the road constructed by the corporation is about 83 miles. This includes the Medford, the Methuen, and the Great Falls branches. The whole length of the road now actually operated by us, say the directors, including the Danvers, the Newbury-

port, and the Dover and Winnipisogee Railroads, is about 145 miles. There is a double track from Boston to North Andover, a distance of about 23 miles. The remainder, with the exception of the usual turnouts and sidings, has a single track only.

Steel Sleeves for Rail Joints.

A correspondent of *Engineering* sends that journal a tracing of the rail and "scabbard railjoint" now in use on the railway from Truro to Pictou, in the Province of Nova Scotia. This railjoint was adopted by Mr. Sanford Fleming, late engineer-in-chief, and is thus described by that gentleman: "From results of experiments and investigations which I first published in the winter of 1859—60, I was led to adopt a new description of railjoint throughout the whole length of this line. This new rail fastening is simply a plate of steel enveloping the adjoining ends of the rails (the top surface excepted,) and I have had them made of various lengths from 12 to 20 in. They have been severely tested during the past winter, and have stood the test far better than I ever expected." Mr. G. Lowe Reid, chief engineer of the Detroit & Milwaukee, the Great Western of Canada, the Galt & Guelph, &c., railways, thus reports on the "clipp": "This fastening consists of a sleeve or clip which grips tightly around the bottom flange and centre stem of the rail, terminating on both sides immediately under the rail-head. It is made of spring steel of $\frac{1}{4}$ in. in thickness, and in lengths varying from 12 to 20 in., but those of 14 in. in length suspending the rail-joints seem to afford all the requisite strength and support. This scabbard is driven on the rail without difficulty, the elasticity of the steel allowing it to recover its form, and to retain a very tight grip of the rail. The strength of the joint is certainly very great, and I am satisfied that no other joint at present known to engineers could stand the wear and tear which yours have done on an unballasted road bed without any perceptible injury to it." The correspondent likewise says: "I may add that the rail weighs 56 lbs. to the yard, and that the length of line laid with these 'scabbard clips' is 58 miles, exclusive of sidings." These steel sleeves are probably long enough for each end to rest upon a sleeper.—*Railway Times*.

✎ An immediate survey of the McGregor, West Union and Dacotah Railroad will be made, as nearly as practicable, on the line of the 43d parallel.

✎ The Missouri Valley Railroad is now running passenger trains through from St. Joseph to East Leavenworth, to connect with the Pacific Railway to St. Louis.

✎ The Memphis and Ohio Railroad having failed to meet its obligations to the State of Tennessee, Governor Brownlow has taken possession of it, and appointed F. W. Spurling as receiver.

UNION PACIFIC RAILROAD.—The ninth section of 24 miles of the road and telegraph line of the Union Pacific Railroad Company, eastern division, having been finished, bonds therefor to the amount of \$384,000 have been issued. This road is now completed, a required by law, for 234 miles west from the eastern line of the State of Kansas, and has in use 25 locomotives, 16 passenger coaches, 8 baggage, mail and express cars, 118 box, 222 flat, 31 cattle, 46 hand and 7 boarding cars.

DEFALCATIONS.—When two Tellers in one bank at the same time are proved to be defaulter, and they of thirty years standing in the bank, and both men of family (we refer to the First and Second Tellers of the Tradesmen's Bank of this city,) we are led to ask, why did they do so? The answer is to be found we have no doubt, in the fact that they lived beyond their income—spent more than their salaries.

One Teller defaults for \$60,000, and the other for \$35,000. This uses up but about one fifth of the surplus of the bank. The capital of the bank is \$1,000,000; surplus, \$450,000, minus the defalcations—say \$95,000.

A large portion of the Clerks, Tellers, Secretaries and Cashiers spend more than their salaries, and have done so for the past 5 years; and the practice of making something by speculation in Wall Street, or in merchandise, has become prevalent. Almost always such speculations are for a rise in the market, or on the "bull" side. From 1862 to '66 these *flyers* were generally profitable, but for the past year they have been disastrous. In this is the secret of most of the defalcations. We confidently expect to see them developed hereafter in surprising numbers, and occasionally to astounding amounts. Revulsions are always inaugurated by such premonitory signs.—*Thompsons Rep.*

COMPLIMENT TO CINCINNATI SKILL.—The following we extract from a Parisian letter to the Cincinnati Enquirer, written under date of August 7th:

"Among Cincinnati's contribution to the Exposition are two specimens of bank locks from the celebrated manufactory of Dodds, Macneale & Urban. One of them is Macneale's patent of July 5, 1864; and the other Dodd's patent of March 14, 1865. Shoemaker & Johnson of Milwaukee, Wis., and the Challenge Bank Lock Company, also exhibit in this department, but the superiority of the first-mentioned can hardly be questioned for a moment. We observed a very commendatory notice of the Macneale patent in a letter to one of the London papers, a few days since, and considering the interest the 'combination lock' seems to excite among some visitors, our Cincinnati firm may congratulate themselves upon their enterprise.

THE TRADE OF RUSSIAN AMERICA in skins and furs in 1866 amounted to \$1,500,000. These furs consist of sea otter, seals, blue and white foxes, mink, muskrat, beaver and bears. Heretofore whalers have not been allowed to land for business purposes on any part of the territory. This restriction is, of course, removed by the treaty. Fishing and fur companies are organizing on the Pacific coast. In San Francisco the North Pacific Fur Company, with a capital of 1,000,000, has just been organized. The charter is liberal in its provisions.

✎ The New York Central Railroad earnings for the second week in August show an increase of \$28,000, and for the first two weeks in August an increase of \$52,000 as compared with the same time last year.

✎ Mr. Van Dyck, the assistant Treasurer at New York, requests the holders of September coupons of the ten forties to send them in to the Sub-Treasury for examination beforehand to save time in the payment.

The Tradesmen's Bank Defalcation.

It has often been observed that a financial panic is usually preceded by a series of defalcations and embezzlements, which have secretly and gradually undermined public confidence until at length, when the mine has thus been loaded, and the train laid, a larger or smaller local explosion brings on the general catastrophe prostrating the whole fabric of monetary confidence, and spreading consternation, bankruptcy and ruin throughout the community. Something of this apprehensive vague uneasiness has pervaded Wall Street for several months past. And the recent disclosures of wrong-doing in the Tradesmen's National Bank, of this city, have had an influence in reviving the feeling. Eighty or ninety thousand dollars, of course, are not in the aggregate so large a loss as to embarrass a sound banking institution having one million of dollars of capital and a clear half million of reported and unreported surplus. Nor is it that the people doubt the solvency of the Tradesmen's Bank. What seems to be doubted is the stability of the system in which frauds such as these are of possible occurrence, and can go on unsuspected for years under the eye of officers so vigilant experienced and able as those of the institution in question are believed to be. Not only is the general charge of instability brought against our financial machinery, a second point is that within the banks themselves there is a reform needed in the internal management of the safeguards against peculation; which however sufficient to protect their stockholders and the public heretofore, are now continually showing themselves to weak and inadequate to cope with the difficulties and dangers of the present. A third complaint, which is frequently heard, is that the personal reputation of clerks and subordinate bank officers is less impaired than formerly in the public estimation, when habits of profuse expenditure are indulged which are notoriously beyond the means of men living on moderate fixed salaries and possessing no additional income from honest, honorable sources. The time has been when such speculative proclivities or extravagance in personal or domestic expenditure as may now be indulged without question by younger or more experienced clerks in confidential positions would have called forth inquiry and remark from their superiors, and if not satisfactorily explained, might have brought on the offenders the penalty of summary dismissal.

Those three points imperatively claim, and indeed they are well worthy of, the scrutiny of all those persons among us to whose keeping is in any way entrusted the stability, the credit, and the public reputation of our banks and fiduciary corporations. Far be it from us, however, to single out and cast any reproach upon the officers and directors of the Tradesmen's Bank. Enough has not yet been published of the circumstances of the fraud to enable a disinterested judge to pronounce with exact accuracy now far these men ought to be held answerable at the bar of public opinion for what has been done by their tellers. Though human sagacity and forethought exhaust all their preventive ingenuity, we are assured on high authority that "it must needs be that offences come." We must also admit that the offence in this particular instance has come from a most unexpected quarter. Like a thunderbolt from a clear sky, this sudden stroke fell without warning, and must have astounded and stupefied all the friends and connections of the parties implicated. A month ago had the officials of our city banks

been convened together, there would have been seen among them two elderly men, in high esteem for integrity, ability and experience, and enjoying the distinguished reputation of having served one of our oldest banking institutions for some thirty years. If it had been announced in the assembly which we have imagined, that a forgery, an embezzlement had been discovered, you would have suspected any body sooner than these quiet, grave, sedate, trusty and apparently trustworthy tellers. And had any one proclaimed to each of the two associates as did the prophet to the criminal monarch, "Thou art the man," the attesting witness would have found no one to believe him. And yet, what are the facts? Both these long trusted men have fallen. They have robbed the bank. The proofs of extraordinary and aggravated guilt are overwhelming, and are confirmed by the testimony of the criminals own lips. One has defrauded the bank of \$65,000, and the other of \$35,000.

It will answer no useful purpose to detail in this place the sad story told about the shifts and contrivances by which these men, grave and self-possessed as they seemed outwardly, but racked inwardly by night and day with a thousand terrors contrived to lull suspicion, and to hide from the avenging Memes. It is of more practical need for us to say that there is little doubt, but if a forced holiday had been periodically given to these two men, and if trusted experts had been put in their places to do their work once a fortnight or once a month, the chief part of the machinery which was effective for years to conceal their embezzlement would have been destroyed or thrown out of gear. It may safely be recommended to our bank directors to suspect the confidential clerk who never takes a holiday.

As the case is before the courts we reserve all further remarks until the unpublished facts shall be more fully known. We will only add that the robbery with which Baker and Arnold are charged is not only a wrong to the bank, which the refunding of the sums embezzled would cancel and atone. It reaches far deeper in guilt. It is a crime of the greatest magnitude against the public weal, and as an incendiary who starts a general conflagration is visited by the law with heavy pains and penalties, so should the defaulter, the bank peculator, the dishonest clerk be punished, for he is an incendiary in another sense, and his act may, for aught he knows, come to light at a critical moment, give a shock to public confidence, and start a financial conflagration involving multitudes in one common ruin.—*Financial Chronicle.*

The St. Paul Pioneer of the 15th says the contractors on the St. Paul & Chicago Railway are almost ready to commence construction. Several hundred hands will be at work on the line in a few days.

The Waterloo, Iowa, Courier says that the "engineers are now on the line of the Valley road near Vinton, and are preparing the line for sub-letting as fast as possible. In one year from this date the cars will run through from Cedar rapids to Waterloo. They are now laying the track on the Minnesota Central Railroad south of Owatonna, at the rate of a mile per day. In sixty days the iron horse will make his advent into Austin, fifteen miles north of the State line. Another year or two and the cars will leave Waterloo for St. Paul."

MONEY AND COMMERCIAL.

The increased activity in general business has had a corresponding effect upon the market for money. The demand for loans has presented new features of trade, and shows greater activity in the general markets. The supply of currency is reported as sufficient for the present purposes of trade; bankers, however, are reducing their eastern balances as all available funds will be needed in moving the crops towards the seaboard. The unsettled condition of politics has the effect of curtailing the business enterprise of the country, and rendering the money market more stringent than it would be, were perfect harmony existing, and a settled policy being pursued whereby the outcome could be discovered. The Eastern market will, we think, be disappointed in the amount of business expected to be done. The West can only afford to buy such goods as their surplus grain crop will pay for, and in the amount of this surplus it will be discovered there has been a miscalculation. The crops, as a whole, are better than they have been for a few years, but not so great as has been supposed. Hence the available means in the hands of consumers will be curtailed. This will more especially apply to the corn crop, on which the available surplus of so many others depends. The scantiness of summer and fall pasturage, caused by drouth in the West, will also force farmers to reserve more grain for feeding purposes.

The Exchange market is fully supplied, and although there is a good demand, the market is heavy. The quotations are:

	Buying.	Selling.
New York	1-10@51 dis.	par
Philadelphia	1-0@50 dis.	par
Boston	1-10@00 dis.	par
Gold	141½ @ 42	142½ @ 142½
Silver	130 @ 133	131

The high rates of gold in the New York market have been fully sustained as will be seen by the following table of daily fluctuations:

	Opening.	Highest.	Lowest.	Closing
Aug. 22	141½	141½	140½	140½
" 23	140¾	141	140½	141
" 24	141	141	140½	140½
" 25	140½	140½	140½	140½
" 26	141½	141½	141	141½
" 27	141½	142¼	141½	142

Of the New York market the *Tribune* of Tuesday remarks:

The Bank Statement shows a general contraction, including a loss of nearly four and a half millions of reserve. The banks have still a surplus above the legal limit of \$15,368,478, and are free lenders on call upon good collaterals. Leading houses report the supply of money large at 4@5 per cent., with occasional transactions at 3 per cent. Short and prime paper passes at 6@7 per cent., and second grade at 8@9 per cent. At this moment New York City is the cheapest money market on the continent, and is being called upon moderately from numerous localities.

Government stocks are strong, and 7.30s are salable at 107½. It is intimated that an exchange of gold-bearing debt has been made for quite a large amount of 7.30s held by two

leading banking houses. State stocks are steady. Railway shares opened quite firm, but weakened under the rumors from Washington and were dull. There are no buyers outside the circle of professional operators now sustaining the market, and there are few houses with business sufficient to pay office expenses. At the Second Board the market was steady, and after the call Erie improved to 70½, and the rest of the market was firm. North-Western shares were strong; the common stock sold at 46½. The market closed dull and steady at quotations. The closing prices were: New York Central, 105½@105½; Erie, 70½@70½; Reading, 104½@104½; Michigan Southern, 81@81½; Rock Island, 103@103½; Northwestern, 46½@46½; Northwestern Preferred, 70½@70½.

DURABLE RAILS—There are rails in the track of the Middle Division of the Pennsylvania Railroad, between Harrisburg and Altoona, which were laid down eighteen years ago.

The excellence of these rails will be appreciated when it is understood that the heaviest tonnage passes over the Middle Division, from the circumstance that much of the coal carried is at Harrisburg transferred to the Lebanon Valley branch of the Phila. and Reading Railroad. The Baltimore traffic is also at Harrisburg transferred to the Northern Central Railway. The rails alluded to were made at the Phoenix Works, Phoenixville.—*Mining Reg.*

NEW RAILROAD ENTERPRISE IN NEW JERSEY—The Legislature of New Jersey, at its last session, passed an act authorizing the construction of a railroad from Atsion, on the Raritan and Delaware Bay Railroad, to the Delaware River. The road will pass through Hammononton, Winslow and Vineland, and within a few miles of the cities of Millville, Bridgeton and Salem. There is no doubt that the road will do a profitable business when completed, as the freight and passenger business between South Jersey and New York will be very large, and will constantly increase, from opening up to New York market thousands of acres of wild lands (well adapted to the production of fruits and vegetables), within a few hours of New York. From the attention that has recently been turned to the lands of South and West Jersey, there is no doubt that the building of the proposed road will give an impetus to the settlement of that portion of New Jersey that will, in a few years, add 100,000 to the population of the State. The road when completed will form connections that will enable passengers from New York and New England to reach Washington, Norfolk and all points South much sooner than by any other route. A company to prosecute the work has been organized by the election of a board of directors, of which Charles K. Landis, Esq., of Vineland, is President. We wish the company abundant success, for the reason that by it the market-gardens, vineyards, orchards, &c., of South and West Jersey will be brought almost to the doors of the dwellers in our city.—*New York Tribune, August 9.*

[This route, as now proposed, strikes the Delaware, we believe, opposite Duck Creek or Bombay Hook, so that, if the Maryland and Delaware Railroad—twenty-four miles of which are in operation—be extended east of Smyrna to the Delaware River, there will be a through route from the Chesapeake Bay to Newark Bay via Vineland and Atsion.—*Ed. Reg.*]

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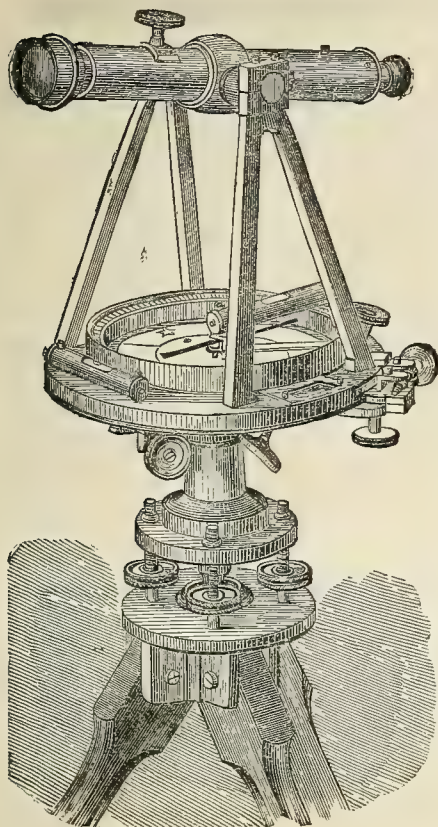
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**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. For Tickets over 2 3/4 inches in width.

SIZE NO.	NO. OF FORMS.	PRICES.	SIZE NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,

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All orders addressed to us will receive prompt attention.

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[Aug 2, tf.]

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Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLION	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
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THE NIGHT EXPRESS leaves Sunday
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The Engines, Cars, and other Equipments, are entirely
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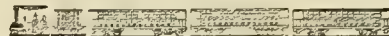
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
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CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown: leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front e E-st by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

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(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAX TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 3:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p m —EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:4 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p m —FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 0:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

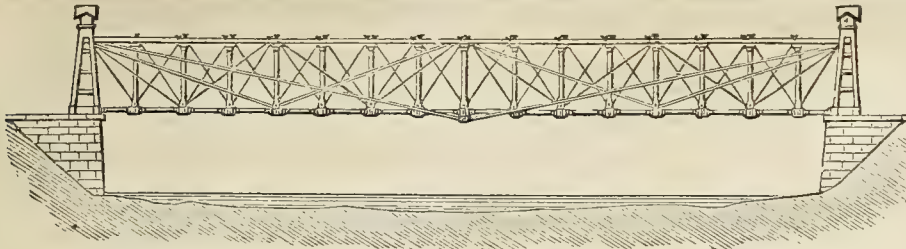
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order, Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

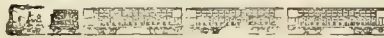
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati

W. P. SHINN, General Freight Agent,
my 11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:30 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. my 11

MANUFACTURERS, IMPORTERS & DEALERS

—IS—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC
SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,
MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Trucks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest Central West and Southwest At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac At Baltimore with four daily trains for Philadelphia and New York

TWO DOLLARS additional on through tickets to Baltimore on the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and a rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 30 P. M.
Toledo & Detroit.....	7 00 A. M.	9 30 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 30 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	6 45 A. M.	
Richmond & Chicago.....	7 00 P. M.	9 30 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo	7:00 A. M.	10:30 P. M.
For St. Louis and Cairo	7:15 P. M.	7:20 A. M.
For Louisville—Special Train	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. CRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill on Front-street. Through to Indianapolis Terre Haute, Lafayette and Chicago advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield Quincy, Palmyra and St. Joseph Express arrives at Indianapolis Lafayette, Springfield Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths

Wrought Iron Welded Tubes—from 1/4 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

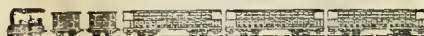
Cast Iron Gas or Water Pipe—1 1/4 to 24 inches in diameter, and branches for same. &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M (Express); 2.30 P. M.; 11.30 P. M. night.
On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. Express

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, { Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, SEPTEMBER 5, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Night Express.....	5:00 P. M.	6:10 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 P. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.
Louisville Special Train.....	3:45 P. M.	1:50 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

The Amount and Value of Railroad Securities.

This is a very interesting subject, or, at least ought to be to the great number of persons who deal in, or own railroad bonds, or debts. There are three inquiries we may make in reference to railroad securities, which, if we could answer truly, would develop some curious facts, and throw light upon such kind of investments.

1st. What amount of capital is invested in railroad bonds? 2d. How far is the value diminished by being second, third, &c., &c.? 3d. What is the real rate of interest, compared with Government bonds?

1. How much is invested in railroad securities? We can only tell this by ascertaining, if possible, how much capital is invested in railroads, and what proportion is debt? We have some data for solving this problem which may be relied on. We have the consolidated reports of the railroads of Pennsylvania, and we have the consolidated report of the railroads of Ohio, as furnished by the Commissioner of Statistics. The results in these two states are as follows:

	No miles.	P'd in Capital.	Total Debt
Pa.....	3,383	\$155,386,547	\$80,537,641
Ohio.....	3,340	77,694,737	58,931,686

Aggre'e.....6,723 \$233,081,284 \$139,469,327

From this statement it appears, that the total cost of 6,723 miles of railroad is \$372,550,611; which is \$60,000 per mile, or nearly 80. Of this 60 per cent. is paid in capital, and 40 per cent. debt. Looking to the greater cost of New York and New England roads, and the less cost in the Western States, we may assume the above results as nearly an average of the whole country. We know that there are actually operated about 34,000 miles of railroad in this country. Then taking the above data for our calculation, viz:

Miles of Railroad.....	34,000
Paid up Capital.....	\$1,177,000,000
Total Debt.....	554,000,000

Total cost of Railroads.....\$1,731,000,000

Including the bonds, now issuing, by the Pacific railroad and branches, we may assume, at least, *six hundred millions* of railroad bonds, or securities, now in the hands of the public. This is now only about a fourth of the amount of Government bonds; but yet makes a very large item in the securities continually sold and pledged in the markets.

2. How far is the value diminished by being second and third mortgages? This is a difficult question. We have, however, some data. Take the following for example:

Pittsburg & Ft. Wayne, 1st Mortgage.....	105
" " " " 2nd ".....	99
" " " " 3d ".....	89

Toledo & Wabash, 1st Mortgage.....	90
" " " " 2d ".....	81

These securities are all deemed perfectly safe and solid; but the lower price of the second mortgages is owing to an apprehension that

some kind of difficulty, or expense, such as paying off the price mortgage, may be incurred; and we see just how far that idea diminishes the price. In the case of the Pittsburg & Ft. Wayne road, the second mortgage is 6 per cent. less, and on that of the Toledo & Wabash 9 per cent. In the case of third mortgage, even when perfectly secure, there will be another fall of from 5 to 10 per cent. Hence, one lesson is derived from this experience, which ought to be valuable to future railroads, viz: that only *one* mortgage should be put upon the road; for the road wants to get as much as possible for its securities, and that can only be when there is one clear, unembarrassed mortgage given. In that case, if the road promises to be a good one, the owners will get nearly, or quite as much for their securities as they are worth.

3. How does the rate of interest paid by railroads, compare with that of the Government bonds? The Government gold interest 6 per cent. bonds are now about the real standard of the value of securities. They sell in round numbers at 110, and pay 6 per cent. gold. Currency being worth 40, \$6 is worth about 7½ per cent. interest. The freedom from taxes is worth ½ per cent. more, so that the real Government interest is 8 per cent.

The 7 per cent. railroad bonds of the following companies are selling as follows:

Philadelphia & Reading.....	91
Toledo & Wabash.....	88
New York & New Haven.....	96
Northern Central.....	85

The average of these bonds is 90, on which 7 per cent. is paid. The actual interest, therefore, is a fraction under 8 per cent. But when we consider that these bonds are taxed by the State governments, we are compelled to admit that the railroad bonds do not pay as good interest in market as the Government bonds; but, on the other hand, that they sell at relatively a higher value. It is the interest of an investor to sell railroad bonds and buy Governments. This fact opens an interesting question. Is this an apprehension that Government's may be taxed by legislation, or that the present attempt to pay them in greenbacks is depreciating their relative value? No one suspects that the Government, State or National, will interfere with railroad bonds; but Government bonds are always liable to political contingencies, and one of these is to be attacked in various ways by the demagogues, who care nothing for the credit, or prosperity of the country, if by attacking them they can get into power. This contingency, no doubt, depresses relatively Government's. In regard to railroad debts, the above statement is most satisfactory. It shows that the total railroad debt (including all floating debt) is now but 40 per cent. of the total cost. It is but a few years since no railroad owed less than half, and most of them three fourths of their cost. Some of them were so hopelessly

embarrassed, that the roads were foreclosed for the mortgage debt. This last process has been very beneficial, for many roads are successful, and indeed profitable, which under their old embarrassments, could never have been so. Other roads have paid off a part of their debt, and made the residue manageable. Now, as we see, the average railroad debt is but 40 per cent., and no class of securities (with few exceptions) are so safe and profitable as railroad bonds.

We imagine the time of mismanagement for railroads is passed by. Experience is a great teacher, and railroading is a business in which there is now a large experience, and especially in the Western states. A great deal is saved now, which was formerly wasted, and most of the railroads of this country will soon be among the most profitable investments.

Consolidation.

"Straws show which way the wind blows," and the following from the New York *Tribune* of August 31st, clearly indicates the drifting of events. Consolidation and combination is in future to be the order of the day with reference to railroads. Long lines connecting leading points, the intermediate links being swallowed up by or merged into the great trunk lines and all brought under one economical management. Thus the more Northern route will be, Hudson River, New York Central, Lake Shore, Cleveland, Painesville & Ashtabula, Michigan Southern, and eventually the North Western and Omaha Central Pacific will be Vanderbiltized and will virtually be run as one road. The *Tribune* says:

"The recent advance in Cleveland and Toledo proceeds from reports of a proposed consolidation with the Cleveland, Painesville and Ashtabula road. The latter Company is to be watered freely, and a cash dividend be made from bonds to be sold, after which an agreement is to be made to put the two roads together at about \$21,000,000 for 200 miles. If the present holders of Toledo find a market for their stock after it is watered, they will be well rid of what, upon the present income of the Toledo road, looks like a hard bargain. Michigan Southern is also firm, under a rumor that Mr. Vanderbilt was to loan money enough to control the stock until after the next election, when it will be "consolidated." The great railway panacea just now appears to be "Vanderbilt" and consolidation."

Receipts of the Western Union Railroad Company, for the week ending August 31:

	1867.	1866.	Inc.	Dec.
Freight....	\$27,35 45	\$21,423 24	\$5,912 21	.....
Passengers	5,665 07	4,778 05	2-7 02	.....
Express and Tel.	326 00	250 00	70 00	.....
Mail.....	375 00	379 91	.....	4 91
Totals.....	\$33 095 52	\$26,831 20		

Receipts from January 1, to August 21:

1866.....	\$49,545 15
1867.....	3-4,044 52
Decrease.....	\$15,500 63

Finance—Commerce—Specie Payments.

It was a custom in old times, and is, to some extent, still practiced in some portions of the country, to settle up accounts with your neighbors once a year, say on New Year's day. In no part of the world was this practice more strictly adhered to than in Kentucky. We remember very well a case in point of a Kentucky farmer who by noon of the first day of January was in high glee; and when asked the reason why, answered that he did not owe a d—d cent, he had just settled with all his creditors by giving them his notes, and he felt free. This is just exactly our condition, as a nation, at the present time, and is the main reason why we cannot resume specie payments in so short a time as many suppose, or as we could desire. The New York *Economist* very clearly shows the causes that have led us into this difficulty. It says:

"The light crops of last year have entailed upon the country the very undesirable alternative of supplying its wants upon credit from foreign countries. During the war, our production was very largely below our consumption, and we had consequently to make up the deficiency by large importations, for which we paid to an immense extent in United States bonds. Unfortunately, our inability to pay for imports by exports did not end with the war. During the fiscal year ending June 30th, 1867, we accumulated an enormous adverse balance. The European Circular of L. P. Morton & Co., dated August 24, gives returns, compiled from official sources, which show that during that period the imports exceeded exports by over *sixty-three millions of dollars*. As these figures are of unusual importance, we copy them for the information of our readers.

FOREIGN TRADE OF THE UNITED STATES FOR THE FISCAL YEAR ENDING JUNE 30th, 1867.

(COMPILED FROM OFFICIAL RETURNS.)

IMPORTS (GOLD VALUE.)

Six months ending December 31,	
1866.....	\$212,474,807
1867.....	
January.....	27,913,537
February.....	35,642,246
March.....	31,330,450
April.....	39,250,717
*May.....	36,531,291
*June.....	32,178,826

Total imports.....\$415,321,274

EXPORTS.

Gold and Silver.....	\$57,081,281
Foreign Merchandise (chiefly in Gold value).....	21,401,180

DOMESTIC PRODUCTS (Currency value.)

{ Six months ending December 31, 1866.....	\$152,064,631
{ †Equivalent in Gold at 146.....	104,153,850
1867.....	
January.....	\$39,990,497
February.....	41,519,882
March.....	49,008,388
April.....	43,201,182
*May.....	30,819,713
*June.....	26,871,917

{ Total, six months.....\$231,419,759

{ †Equivalent in gold at 137..... 168,419,500

Total Exports in gold value.....\$351,555,811

Excess of Imports.....\$63,766,064

*The Imports and Exports for May and June, 1867, are subject to slight subsequent corrections.

†The estimates of the Gold value of the Exports entered in Currency values are based upon the following range of quotations for Gold:

1866.		1867.	
July.....	147 —155 $\frac{3}{4}$	January...	132 $\frac{1}{4}$ —137 $\frac{1}{2}$
August....	146 $\frac{1}{2}$ —152 $\frac{1}{8}$	February..	135 $\frac{1}{2}$ —140 $\frac{3}{4}$
Septem....	143 $\frac{1}{2}$ —147 $\frac{1}{8}$	March.....	133 $\frac{1}{2}$ —140 $\frac{3}{4}$
October...145 $\frac{1}{2}$ —154 $\frac{3}{8}$		April.....	130 $\frac{1}{2}$ —141 $\frac{1}{2}$
Novem....	137 $\frac{1}{2}$ —148 $\frac{3}{8}$	May.....	135 —138 $\frac{3}{4}$
Decem ...	131 $\frac{1}{2}$ —141 $\frac{1}{4}$	June.....	136 $\frac{3}{8}$ —138 $\frac{1}{4}$

This is a showing that will not do to "brag on," and under certain circumstances might lead to serious complications; and although it may be said that "no man is so poor that he cannot afford to give his note," yet if it should become due, as is always the case with improvident lenders, before we are ready to meet it, our exultation, like the Kentucky farmer's would be but temporary. The dangers to which we are thus exposed are very pointedly exhibited by the *Economist*:

"To a certain extent this balance has been set off by the shipment of United States bonds. It is not to be presumed for a moment, however, that the export of securities has been at all adequate to cover this large indebtedness. A considerable amount of bonds sent out during late months are held as collateral for loans, or upon speculation, on account of shippers on this side, the extreme ease of money abroad having been favorable to such operations; and consequently a portion of the bonds is subject to return upon any tightening of the London and Continental money markets. Moreover, there is to be placed to our debit the interest upon bonds and other securities, which is probably fully equal to our shipments of securities.

With such a condition of the balance of trade, it is not surprising that we have recently made unusual heavy shipments of specie. Indeed, but for the low rates of interest abroad inducing European capitalists to allow their balances to accumulate in the hands of their New York agents, the specie export must have been upon a much larger scale. This immense adverse balance is constantly hanging over our heads, and upon any unfavorable turn in the course of monetary affairs, or in the event of European complications ripening into war, we might be called upon for a sudden settlement of the account against us. True, we have this year large crops, and in addition to a valuable cotton crop we may be able to send to Europe a very large amount of Western produce."

The last sentence tells the true remedy—it shows exactly where we get our wealth from—"Western produce." To the agriculturalist and the miner, who take direct from the earth—the only true source of wealth—the gold and the golden grain, are we indebted for all hope of relief from this burden of our extravagance and profligacy.

The *Economist* points out another serious source of disturbance in the fluctuating supply of cash gold in the market. It says:

"Foreign bankers have all along had a more less vague impression of this being the

condition of our foreign account; and hence most of them have held gold with tenacity, in anticipation of an advance in the premium. Yet, with such a condition of affairs, the Treasury has continued for a long period to persistently hoard its receipts of coin. The Treasury now holds gold, exclusive of the public deposits, amounting to about \$93,000,000, or forty-eight millions more than at the corresponding period of last year. The amount in the hands of the public is unusually low; and should a drain set in for the liquidation of this foreign indebtedness, the market would be exhausted in the course of a few days. True, the Treasury could become a seller, in the event of a foreign pressure for gold; but the sale would cause a sudden withdrawal of greenbacks into the Treasury, with the consequences of embarrassment to the money market and panic in business.

"It is only necessary to refer to the panic of last year, succeeding large sales of coin to meet the export demand growing out of the Austro-Prussian war, in order to show the danger of these sudden attempts to supply the market with coin. So long as we are subject to a sudden demand for gold, for the settlement of foreign balances, the Treasury ought to keep the market well supplied with gold; so that the emergency may be met without a depletion of the legal tenders in the banks. Were the Treasury to keep in its vaults but a moderate amount more coin than is required for its interest disbursements, the banks would have no occasion to fear a foreign drain of specie; for the gold would go out of our ports without affecting the money market any more than would the shipment of an equal amount of grain or cotton."

There is but one true remedy for this evil and that is to prevent the accumulation of gold in the Treasury, so that there would be no necessity of the "Treasury becoming a seller in the event of a foreign pressure for gold," and whereby "the sales would cause a sudden withdrawal of greenbacks into the Treasury, with the consequences of embarrassment to the money market and a panic in business."

Let the government, as far as practicable, honor its own paper, dignify its character, and place it as near as possible on a par with gold by receiving it for customs to the amount of fifty or sixty per cent, leaving a sufficient margin so that the Treasury would not have to go into the market to buy gold with which to pay its interest. This would prevent the vast accumulations in the vaults of the Treasury, and quiet much of the disturbing elements in our financial system. Trade and commerce would regulate itself—the financial policy of the government would be more legitimate and reliable—that of collecting its revenues and paying its debts—and it would not exist and fatten merely on speculations out of the suffering, panics and disturbances that itself only has the power to create. The Treasurer of the United States, officially, should not be a broker, a banker, a stock operator, or speculator, but a Treasurer—let us have a Treasurer and specie payments will be arrived at with less cost and at a much earlier period than by any other method.

Louisville, Cincinnati and Lexington Railroad.

The First Annual Report of this Company, which is really the Nineteenth Annual Report of the Louisville and Frankfort and Lexington and Frankfort Railroad Companies, these corporations by act of the Kentucky Legislature, passed January 19th, 1867, having their title so changed; presents some features of special interest to the citizens of Cincinnati, as well as of general interest to capitalists. The Report of W. A. DUDLEY, Esq., says of the

CINCINNATI BRANCH.

At the date of our last Annual Report the surveys and estimates for this Branch had just been completed, and were then submitted to you. On the 29th of September it was determined by the Committee not to enter upon the construction of the Branch until at least one million and a half of the mortgage bonds should be subscribed for by responsible parties. It was not thought proper to offer at once the whole issue authorized by the act of February 2, 1866, for these reasons:

1. As the work would require two years for its completion, there would be a considerable loss of interest if the whole sum should be borrowed so far in advance of your wants.

2. The current profits of your road in operation were already more than sufficient to pay the interest on a million and a half of bonds, which would thus be perfectly secure in their payment without reference to the Branch.

3. And the expenditure of the proceeds of the first issue in completing the grading and masonry of the Branch, would give us a large additional basis of credit, and thereby enhance the value of the remaining issue when required to be made.

In pursuance of the resolutions referred to, subscriptions were invited, and on the 7th of December the whole amount asked for had been subscribed by citizens of Kentucky alone, at the price of 85 cents to the dollar. The promptness with which so large a subscription was made, while it was yet uncertain whether the bonds would ever be issued, indicates the confidence felt in your enterprise by those who were best acquainted with its merits.

On the 1st of January, 1867, a deed of trust was executed by the proper officers of each company, conveying to Dr. Norvin Green (who was one of the largest subscribers for our bonds) all the property and franchises then held or thereafter to be acquired by the joint companies, or either of them, in trust, to secure the payment of the principal and interest of three thousand bonds, of \$1,000 each, issued or to be issued under it.

Eight hundred and thirty-three bonds had been paid for on the 30th of June last. The amount received, together with the interest accrued to the several dates of payment, is shown in the Treasurer's Report to have been \$712,820.14. Reserving so much as was needed for our immediate purposes, the remainder of this sum has been temporarily invested in government securities, and loans secured by abundant collaterals.

On the 11th day of January, 1867, the Branch was finally located, by resolution of the Committee, on the "Lagrange and Mill Creek route," and on the 19th of February the grading and masonry, with the exception of a few light sections, was put under contract.

The condition and progress of the Cincinnati Branch is more clearly shown by the following from the Report of the Chief Engineer, J. M. ST. JOHN, Esq.:

Soon after breaking ground the contractors were served with requisitions for the force required to complete each section within the stipulated time. Upon all but two contracts satisfactory efforts were made to comply. On one of these a second notice has been attended with better results. In the other case, to secure a more vigorous prosecution of the work, it was deemed advisable to relet the entire contract, which has been accomplished at prices varying little from the original, and without interruption to the work going on. The new contractors have all been prompt in putting on the required force.

The contract equipment of the line, in buildings, tools, and materials of work, I have found to be better than on the average of public works. The working stock is excellent in quality, but can be increased with advantage, and steps have been taken to this end; in fact, both the equipment and general management of the work give ample evidence of the intention and probable ability of the contractors to finish their contracts in time for the track.

Bearing upon this is the important question of force. Labor more than sufficient in numbers has been brought upon the line, but it has proved more than usually fluctuating. In addition to the usual disturbing influences which attend the opening of all new work, the contractors have been seriously embarrassed by the proximity of large cities at either end of the line, the building of several tributary turnpikes, the harvest demand, and the generally unsettled character of labor throughout the country—all combining to draw off from the line a considerable number of hands brought from a distance. These obstacles are gradually yielding to the steady efforts of the contractors, and many of the workmen who left are now returning, preferring regular work in healthy localities to uncertain pay and other troubles elsewhere. The force of the line is now much larger than at any previous date, and the indications continue favorable for a permanent increase to the fullest wants of the work. It is proper in this connection to make special allusion to the energy and perseverance displayed by Lord, Peter & Co., in keeping up the force of their large contract.

PLAN AND PROGRESS OF WORK.

The plan of work may be concisely stated as follows:

First, to press the heavier graduation, with precedence given to the summit cuts and tunnel work.

Second, all important bridge and culvert masonry, and especially the masonry of the Kentucky River bridge.

Third, the continuous grading of the first ten sections at either end of the line, to permit the earliest practicable track-laying, consistent with the consecutive completion of the intermediate sections, and incidentally the light sections east of the Kentucky River, should it be found desirable to lay the track from more than two points.

Fourth, embankment work, on which temporary trestling may be used to advantage, should any necessity arise to expedite in this way the opening of the road.

And *lastly*, the earliest practicable commencement of track-laying, with a double object of aiding and spurring the work to

completion, and of setting well the larger portion of the road-bed for fast running before the road is opened.

The entire work of the line is now steadily progressing in the order thus indicated, as will better appear from a somewhat detailed reference to the several contracts.

TIME OF COMPLETION.

In the original report of the preliminary surveys, I expressed the opinion that, with steady progress and judicious management, the road could be built and opened for through travel within twenty-four months from ground broken.

Nothing has occurred to modify this opinion. On the contrary, the extended and, in many cases, rapid opening up of contract work, the progress already made by contractors under the serious disadvantages before mentioned, and the amount of force which has been maintained on the line for some time past, incline me to repeat the assurance with increased confidence.

Looking to this result, proposals have been invited for the cross-ties of the entire line, to be delivered by or during the coming summer. It is further proposed to commence the bridge superstructure this fall, and in the spring whatever temporary trestling may be required. This done, and the usual arrangements made for the prompt delivery of iron, one track-laying party will start east from Lagrange early next summer; a second party from the Licking River west by August 1st; and, as soon thereafter as required, a third from the Kentucky River. This (with no unusual interruption of work beyond the control of the Company's officers) will secure the opening of the road for through travel in the spring of 1869.

RIGHT OF WAY AND DEPOTS.

Settlements for the right of way have progressed very favorably. In Oldham, Henry, Gallatin, Grant, Boone, and Kenton Counties, the original relinquishments have, in nearly all cases been perfected by deeds, and, where ever necessary, commissioners have taken action under the law. Carroll County and a single case in Grant remain to be closed, and arrangements have been made for early action.

Ample depot grounds have been tendered to the Company at nearly every important point on the line, and at three stations the local wants (combined with those of the road) have been sufficiently well ascertained to permit an acceptance and location of the grounds, viz: at Lagrange, Section 6, and Campbellsburg.

ESTIMATED COST.

The original estimate of cost for the road completed and equipped was as follows:

Graduation.....	\$1,138,886
Masonry	301,326
Superstructure, bridge and track....	1,516,924
Superintendence, etc.....	107,265
Depots, sidings, and rights of way..	358,000
Equipment.....	511,000

General summary of cost.....	\$3,933,401
Work and equipment not required until after opening road.....	479,390

Total cost of work to open road.....\$3,454,011

It has been before stated that the entire line was let to contractors, and is being executed at prices materially below those used in this estimate. For a more accurate determination of quantities and cost, a revised calcu-

lation was made, on July 1st, of the entire graduation and masonry, based upon the additional data supplied by the opening of the work, and a closer classification of material. The cost of work thus recalculated was found to fall considerably within the figures of the preliminary estimate as above given.

Present indications would certainly justify the substitution of the revised estimate. Yet, with a prudent regard for the better railroad experience of late years, I respectfully recommend that the original estimate be used to guide the financial arrangements of the Company, at least until the second working season.

The practical working of the road have been satisfactory, as is shown by the following abstract of the report of the able Superintendent, SAM. GILL, Esq.:

EARNINGS.

The comparative earnings in the Transportation Department for the last two years are as follows:

	1865—6.	1866—7.
Passenger, ordinary sources	\$354,422 21	\$282,401 87
Government Troops..	20,069 95	1,410 77
Freight, ordinary sources	151,191 41	201,565 50
Government Stores .	14,116 26	572 42
Express	11,338 88	12,881 65
Telegraph.....	1,036 45	1,249 74
Mail.....	9,400 00	9,400 00
Micellaneous.....	1,226 53	837 07
Total.....	\$562,801 69	\$510,319 02
Expenditures.....	403,696 14	357,101 90
Net Earnings.....	\$159,105 55	\$153,217 12

The *Gross Earnings* show a decrease of 9.3-10 per cent., and ordinary passengers 20.3-10 per cent. In 1865-6, the ordinary passenger account was increased largely by receipts from soldiers, both black and white, who were discharged at Louisville without transportation to their several homes. Ordinary freight earnings have increased 33.3-10 per cent., while those from Government sources have become merely nominal.

A Comparative Statement of earnings for the last ten years is presented in Table No. 7. It will be seen that the gross receipts for the year 1859-60 were the largest in the history of the companies previous to the war. During the first years of the war the decrease was rapid, till, in 1861-2, the passenger business was only 54 per cent., and the gross earnings 34 per cent. of those in 1859-60. In the two succeeding years, the increase was so large as to swell the gross earnings of 1864-5 to 54 per cent. over those of 1861-2, and to more than double those of 1861-2. The business of the present year, though 16 per cent. below the earnings of 1864-5 (the largest yet attained), are still 30 per cent. greater than for the years 1859-60.

The Total Mileage of passengers for 1866-7 was 7,157,723, and for 1859-60, 6,203,202, an increase of 15 per cent., while the earnings are 33 per cent. greater than 1859-60, in consequence of the difference of rate charged, being 3.42-100 cents per mile in 1859-60, and 3.96-100 cents in 1866-7. The increase in number of passengers has been large between nearly all stations except Lexington and Louisville, where a loss is sustained of 30 per cent. This loss may be accounted for mainly by the diversion of travel, caused by the extension of the Lebanon Branch Railroad. The increase in the number of passengers is very

marked between Louisville and the stations as far east as Lagrange, between which stations there were transported 92,529 persons in 1866-7 against 46,486 in 1859-60, exclusive of those to Fair Ground and Woodlawn. These results are to be attributed, in a great measure, to the facilities afforded to residents of the city to make their homes along the line of the road.

The Freight Earnings of 1866-7 exceed those of 1859-60 22 per cent., though the tonnage is about equal, the difference being due to an increase of 20 per cent. in the rate charged per ton per mile.

EXPENDITURES.

The transportation of freight and passengers is charged with their proper proportions of all items of expenditures, which are classified under five general headings, as will be fully explained by reference to Table No. 9.

Conducting Transportation is charged with 23.30-100 per cent. of all expenses, in which are included the wages of conductors, baggage masters, brakemen, station agents, their laborers and clerks, watchmen, repairs of station buildings, and internal revenue taxes upon the gross receipts. The expenditures upon each station building, as shown in Table No. 17, have consisted in painting, and such ordinary repairs as were required to preserve them.

Motive Power has cost 27.61-100 per cent., and includes all expenses charged to repairs of locomotives, engine-buildings, fuel used in locomotives, watching, cleaning and inspecting, wages of switchmen, and water supply. The repairs of locomotives, as exhibited in Table No. 8, has been very light, as no other than ordinary repairs have been required during the year. They are all in good order.

The running expenses of locomotives are more than usually high, caused by charging out the wood consumed, at such rate as to reduce the value of wood on hand to its cost at present prices. Table No. 18 shows the present condition of the wood and coal account.

Maintenance of Way includes all amounts expended in repairs of bridges, cattle-guards, road-crossings, rails, switches, frogs, and division houses, renewal of chairs, spikes, cross-ties, and adjusting track, amounting to 3.42-100 per cent. of the total expenses. Table No. 15 gives the amount of rails re-rolled and repaired, and the number of spikes, chairs, and ties consumed. The rails have been maintained in good condition, with an annual re-rolling for the last three years of 2.27-100 per cent., and repairing of 4.53-100 per cent. The future necessities will probably increase very rapidly, as more than 75 per cent. of the original rails laid in 1849, 1850, and 1851 still remain in the track. Cross-ties have for the last three years required renewal at the rate of 10.58-100 per cent. Ten miles of locust ties laid in 1849 yet require renewal. I estimate the future annual necessities to amount to 14 per cent. of all ties in road. Two new division houses, for the repairs of road, have been erected during the year; one four miles east of Frankfort, to replace one accidentally destroyed by fire from locomotives, and another near Eminence.

The amount expended in repairs of bridges is \$1,383.75, as shown in detail in Table No. 16. They have received only repainting and renewal of a few floor beams.

Maintenance of cars is charged with the repairs of passenger, baggage, and freight cars, their inspection and cleaning, and repairs of shop-buildings; and amounts to 11.59-100 per cent. of the whole expenses.

Table No. 13 exhibits the number of cars on hand, number built, and the mileage made. Great necessity is still felt for the proper machinery to do the work with facility and economy. This account was still further increased during the year by amounts expended in a new temporary building, to replace the old building destroyed by fire in May. The present one is so built as to be of

service in storing cars when new shops are erected for the Cincinnati Branch. The total number of wheels in use, the per centage annually consumed, and the average mileage made, are shown in Table No. 14.

General Expense Account charged with salaries of general officers, the State and municipal taxes, amounts to 3 8-100 per cent. of total expenses.

EARNINGS.

FROM	PASSENGER.	FREIGHT.	TOTAL.
Passenger, ordinary	\$282,701 87		
" U. S. Gov't	1,410 77		
Freight, ordinary....		\$201,565 50	
" U. S. Gov't		572 42	
Express.....	\$12,881 65		
Telegraph.....			
U. S. Mail.....	9,400 00		
Miscellaneous.....			
Total.....	\$306,094 29	\$202,137 92	\$510,312 64

Number of passengers carried.....	279,466
Number of passengers carried one mile.....	7,157,723
Average number of miles traveled by each passenger.....	25.61
Number of miles run by passenger trains.....	136,529
Earnings per passenger carried one mile ..	3.96 cents
Earnings per mile run by passenger trains ..	234.20 cents
Number of tons of freight hauled one mile.....	64,439
Number of miles run by freight trains.....	3,852,328
Earnings per ton of freight hauled one mile ..	67.968
Earnings per mile run by freight trains.....	5.25 cents
Total earnings per train mile	297.42 cents

EXPENDITURES.

	PASSENGER.	FREIGHT.	TOTAL.	COST PER REVENUE TRAIN MILE.			COST OF CARRYING ONE MILE.	
				PASSENGER.	FREIGHT.	TOTAL.	Per Passenger.	One Ton Freight.
Conducting transportation.....	\$75,795 18	\$47,496 96	\$123,292 14	26.92	69.78	40.70	.50	1.23
Motive power	57,920 48	40,665 14	98,585 62	42.42	59.83	48.30	.81	1.05
Maintenance of way.....	82,898 09	40,003 79	122,901 88	60.72	58.86	60.10	1.16	1.04
Maintenance of cars.....	24,995 36	16,510 32	41,415 68	18 24	24.30	20.25	.35	.43
General Expense	6,532 40	4,144 18	10,676 58	5.00	6.10	5.37	.09	.11
Total.....	\$208,351 51	\$144,750 39	\$353,101 90	152.60	218.87	174.62	2.91	3.86
Cost of engineering and firing, per mile run	7.54 cts.							7.34
Cost of watching and cleaning, per mile run	1.07 cts.							15 5-10
Cost of oil, waste, and tallow, per mile run.....	1.22 cts.							33 6-10
Cost of repairs, per mile run.....	7.42 cts.							494,207
Cost of wood, per mile run.....	23.88 cts.							911,951
Cost of water supply, per mile run.....	1.20 cts.							3.90 cts.
Total.....	42.28 cts.							.27 cts.
Number of miles run by locomotives.....	248,321							1.41 cts.
Number of gallons oil used.....	1,994%							.34 cts.
Number of pounds waste used.....	2,763							70 per ct.

Prevention of Accidents.

[From the American Railroad Journal.]

We are indebted to Hon. H. N. Lockwood for a certified copy of an Act passed by the Legislature of this State (New York) on the 22d of April, 1867, "to prevent injury and loss of life to persons on railroad cars, and in relation to a uniform for the employes thereof." We omit that portion relating to the "uniform," and give only that having reference to the prevention of accidents by the use of the means designated in the bill, of which the following is the text:

SECTION 1. It shall be the duty of every railroad company or corporation in this State, and every railroad company or corporation running, or that may hereafter run its passenger cars in this State, to cause the platforms upon the ends of all passenger cars to be so constructed that when said cars shall be coupled together, or made up into trains and in motion, danger of injury to persons or loss of life between the ends of said cars, by falling between the platforms of said cars while passing from one car to another, shall, so far as practicable, be avoided. * * * * *

§ 2. Each and every violation of this act by any railroad company or corporation, shall, on conviction, be punished by a fine of not less than fifty dollars nor more than five hundred dollars, to be sued for and collected in

the name of the people of the State of New York by the Attorney-General, and the moneys, when collected, to be paid into the general fund of the State.

§ 4. This act shall not operate or be construed to exempt railroad companies or corporations from liability for damages to persons who may be injured or sustain loss or damage by or through any neglect to comply with the provision of this act.

§ 4. Time shall be allowed to all railroad companies or corporations to comply with the provisions of this act as follows, to wit: One quarter of all the said cars of each of said companies or corporations shall be made to conform to the requirements of this act within three months from and after the passage of this act, one other quarter thereof within six months, one other quarter thereof within nine months, and the remaining one quarter within one year from and after the passage of this act.

§ 5. This act shall take effect immediately.

A NEW ATLANTIC CABLE.—We learn from a telegraph dispatch from London, dated Aug. 27, that the new transatlantic cable from Brest (France) to New York is to be laid in May next. The northern route has been selected as the safest and most practicable, and the steamship *Great Eastern* has been chartered to perform the work.

Railroad Progress in the South.

The following from the *Financial Chronicle* of August 10th, although it contains some marvelously wild statements, yet there is enough in it of interest, especially to our readers residing in Cincinnati, to warrant its republication.

While all eyes are anxiously turned towards the South, wishing for that day when political union shall again be perfected and its blessings realized, it becomes of special importance to know whether any, and if so what, industrial progress is being made in that section of the country. Reconstruction, to be of much value, must begin with or find its chief support in a revival of business enterprise. Hence no better indication of the progress towards an effective reunion can be desired than is furnished in the rapid railroad development now taking place in many of the Southern States.

When the civil war arrested progress in Southern railroads, there were 10,032 miles of road building or actually completed in the fourteen slave holding States. On the 1st of January last there were 16,742 miles in progress or completed in those States, and at the present time there are nearly five thousand miles of road in course of construction, the completion of which is pushed forward with an energy that is only limited by the supply of capital. Many of the new lines are of great importance, and constitute new trunk roads for the establishment of direct communication between remote and important sections of country, or else they form branch lines in connection with old established roads. Perhaps the most extensive of these new enterprises are in Texas. Since the close of the war, great activity has been manifested in this particular in that State, and at present there are within its limits not less than 1,200 miles of road in process of construction. Some of these new lines are of great importance, and will open up the resources of the richest part of the State to commerce. The Texas Central, to be finished probably in 1868, traverses a rich wheat growing region, and will ultimately connect with the Indian nation—soon to be opened to civilization—with Kansas and with the Great Pacific line to California. Branch lines are to be built to Galveston and Houston, and thence to New Orleans, thus bringing the almost boundless resources of the interior of Texas within reach of the Gulf ports. It is also in contemplation to construct a ship canal from Houston to Galveston Bay. The route has been already surveyed, and it is estimated that a canal 100 feet wide and 12 feet deep can be constructed at a cost of \$750,000 in specie. This will provide a much needed outlet to the sea for the commerce of the interior of Texas, and its completion will soon be a commercial necessity, owing to the rapid development of the State.

Next to Texas, the most important railroad enterprises occur probably in Virginia. This State has been foremost in all works of internal improvement since the war, and considering the limited resources and credit at her disposal, it must be admitted that immense progress has been made. Last week the Virginia Central railroad was opened to Covington, where it connects with the Covington and Ohio Railroad, thus uniting Louisville and Cincinnati with Richmond and Norfolk. This is a most important work on account of the connecting links that bring so large a portion of the natural resources of Virginia within

reach of both a home and a foreign market—for the establishment of a direct line of steamships between Norfolk and Europe is an important event of recent Virginia development. Another prominent line is that contemplated between the Kanawha region and Richmond. The Virginia legislature at its last session granted a charter to a company for the construction of this road, which has been contracted for and will soon be commenced. It is intended to tap a region abounding in iron, lead, salt, coal, manganese and other minerals, and bring these products to a market. Virginia is richer than Pennsylvania in natural wealth, and the development of this region is one of the important features of progress in that state.

But the Chesapeake and Ohio Railroad, designed to connect the commerce of the Ohio and Mississippi with tide water is one of the grandest schemes ever contemplated for the industrial development of Virginia, and must add largely to the commercial importance of Richmond. There is every indication that it will be commenced immediately. The city of Richmond has subscribed \$2,000,000 towards the execution of the work. The people of Augusta County are about to vote on a proposition to aid it by an appropriation of \$500,000. Other counties and cities in the State have already taken stock to the amount of \$3,000,000, and it looks as if the work would be completed by capital raised exclusively in that State. The extension of the James River canal to the Ohio—thus affording water communication between the west and the seaboard—is also a project of kindred importance. This was an enterprise that attracted the attention of Washington, and was urged by him with great energy as a commercial necessity for the State. But inaction at that time left the prize to be carried off by New York through the construction of the Erie Canal. At present, however, there is a fair probability of the work being completed, as the existing Virginia canal, of which the proposed line is an extension, has fallen into the hands of a French company which, it is said, intends to prosecute the work without delay, as soon as its charter shall have been fully confirmed.

These Virginia railroad and canal enterprises, although of the highest importance on account of their influence in developing the resources of the country, are only subsidiary to a still grander project that is intended to divert to Richmond a portion of the commerce of the Pacific. Richmond has now direct communication with Memphis. The Railroad from Memphis to Little Rock, Arkansas, will be finished within a few months. A Texas company has undertaken the work of building a road that will unite Northern Texas and the Rio Grande with Arkansas. General Fremont is now pushing a railroad through the Mexican provinces of Chihuahua and Sonora, that will connect the Rio Grande and the James River *via* Little Rock and Memphis, with Guaymas, in California: hence, before the expiration of another year it is expected that Richmond will be in direct railroad communication with San Francisco.

The railroad and canal improvements in the other Southern States are also of considerable importance. In Alabama recent arrangements have connected the Will's Valley and Chattanooga Railroad into the Chattanooga and New Orleans line. This road will be completed to the Alabama State line in October next, and the cars will be running to Gadsden within eight months. A short link of thirty miles—which is now being gra-

ded—will then connect Selma with Chattanooga. This road will open up the grain lands of Alabama to the great Northern and Western markets, and will impart new energy and industry to one of the finest sections of country in the Union. The Charleston, Atlanta, Memphis, Topeka, and the New Orleans and Chattanooga railroads will all cross the Coosa River near Gadsden, and that place will then become, next to Atlanta, the most important railroad centre in the interior of the Southwestern States. Louisville and Cincinnati are competing for the commerce of the Gulf States, and the capital of these wealthy cities has been available in improving and perfecting the communications with Mobile, Vicksburg and New Orleans. Nearly all the Southern cities are taking measures to extend their railroad communications with the interior. Savannah was almost the first to put in order its old roads and plan new connections. Charleston has evinced a decided activity in the matter, and is once more in direct railroad communication with the Mississippi River at Memphis. In a word, from almost every seaport along the Southern coast connections are being effected with one or another of the leading trunk lines that compose the admirable net work of Southern railroads. North Carolina seems to be the most backward, but the project of repairing the Dismal Swamp Canal, which will probably be soon completed, will open that State to a new career of industry and wealth.

Anthracite Coal Interests.

The Philadelphia *Mining Register*, in an editorial correspondence, gives the following interesting sketch of the means made use of to develop the Anthracite coal interests of Pennsylvania:

The absorption of coal lands by carrying companies endowed with commercial privileges, is still the prevailing topic in this locality. And among the rumors current and credited is one to the effect that, the Lehigh Navigation Company are in negotiation with the Wilkes-Barre Coal and Iron Company for the merger of the latter in the former, according to a graduation of shares said to have been provisionally agreed on, subject to the formal approval of the stockholders of the respective companies.

The Wilkes-Barre Coal and Iron Company own in fee, we believe, about three thousand and three hundred acres of coal land, and hold under lease about twenty-seven hundred acres of coal land. There are several large Breakers on the estate; the coal land is eligibly located and is immediately available without outlay for additional development.

The Lehigh Navigation Company, as is well known, own a large coal estate near Mauch Chunk, which has furnished to their canal a large tonnage annually, and which, moreover, in trying times, has greatly strengthened the credit of the corporation in the money market. And when it shall acquire (if, indeed, it has not already acquired) coal lands and collieries in the Wyoming coal field, it will have resources of its own whence to derive tonnage for its Lehigh and Susquehanna Railroad, in addition to the collieries with which it connects, operated by parties who are not transporters.

The roads owned and operated by the Lehigh Canal Company connect with quite a large number of breakers in the Wyoming valley; and for a co-operating ally between Wilkes-Barre and Scranton—or rather Provi-

dence, which is two miles above Scranton—they have the Delaware and Hudson Canal Company.

The Lehigh Valley Railroad, which is now in use to Wilkes-Barre, will, in a month from this time, be elongated to Pittston, by the completion of the first instalment of the Upper North Branch Railroad, which, before next spring, will be opened from Pittston to Tunkhannock, and from Towanda to the New York State line.

The occupation of the Upper North Branch River valley—a river valley of rare beauty—and lying exactly in the right direction for a short route into Western New York, and to the lakes—will make the Lehigh Valley Railroad a distinguished carrier of miscellanies as well as minerals.

The bituminous coal territory in Bradford county will contribute a large tonnage to the Upper North Branch Railroad, for collieries additional to those now in operation will soon be opened, the Schraeder coal lands having recently passed into new hands, with a view to early development.

Bradford county bituminous coal, which now competes successfully with Tioga county bituminous coal, in Western New York and on the upper Hudson, will not only continue to seek a market up the North Branch as at present, but it will also be forwarded down the North Branch consigned to tide-water markets, thus furnishing coal tonnage to the North Branch Railroad, both ways from Towanda; whilst from Wilkes-Barre and Pittston anthracite coal will pass up the North Branch Railroad, destined for consumption in Western New York and along the St. Lawrence and the lakes. In its coal aspects, therefore, the North Branch Railroad is full of promise, besides which it has a cultivated river valley to contribute freights and passengers.

Below Wilkes-Barre work is in progress on a branch which is to connect the Lehigh Valley Railroad with the railroad bridge built across the Susquehanna at Plymouth, whereby a communication will be opened with collieries on the north side of the river, near the west end of the coal field.

The Lehigh Valley Railroad sweeps through a long stretch of coal territory, and has Wilkes-Barre and Pittston both on its route, a consideration of the first importance, as time will soon unfold.

How much coal land has been acquired directly and otherwise by the three Lackawanna companies, around and below Wilkes-Barre, it would be unsafe to conjecture. It will, however, suffice to say that each of said three companies now own or control sufficient coal land for all practical purposes through a long term of years! They each have outlets and they each have collieries in operation and coal lands in reserve. What they yet want is to dominate, absolutely, the New York city market. Their capacity to mine and move coal is large, and is capable of expansion to the gauge of the markets they aim to supply. Hence, as ruinously low prices crush out small producers in the mining regions the three Lackawanna companies can seek for new customers among customers in the markets.

But the strife in the coal trade cannot last forever; for the weaker operators will succumb, till, finally, from a condition of overproduction the shipments from the collieries will be insufficient to supply the market. And then, with many collieries closed and coal on the rise, prices will advance, the cost of the crusade will be reimbursed to and great gains

will be realized by the corporations that will operate from the new base. For those who may outlive the crisis, large and little, fortune is in store.

It is not the operators in Schuylkill county alone that are in trouble; for here, in Wyoming, small operators who send coal to New York work without a margin of profit, and even at a loss. When, however, good times return, it may be found that the surviving small producers, by reason of greater economy in mine management, can put coal into the cars at a less cost than the large corporations, whose agents will perhaps have waxed into official extravagance. This consideration will assure tonnage to the *common carriers*, and thus absolutism of corporation ownership of collieries and coal lands will be averted.

A year or two ago an effort to convey to the Northern Central Railway Company a majority interest in the Lackawanna and Bloomsburg Railroad was frustrated by the unexpected defection of one or more individuals, and by the fact that Lackawanna and Bloomsburg bonds, convertible into shares, amounting to a half million of dollars, were held by the Delaware, Lackawanna and Western Railroad Company, which, instead of the Northern Central, became owner of the majority part of the Lackawanna and Bloomsburg corporation.

If, however, two sensible persons, one representing the Northern Central, and the other the Delaware, Lackawanna and Western, were given custody of the Lackawanna and Bloomsburg line, they would, doubtless, sunder it at Kingston, so that the east part could be operated up the Lackawanna, the west part down the Susquehanna.

Otherwise the danger is, that one of these days the Northern Central Railway will be extended from Sunbury along the south bank of the North Branch into the Wyoming coal basin and to Wilkes-Barre, as authorized by its charter and as contemplated at the time of its original incorporation.

The interests of the lower Susquehanna valley, which centre at Harrisburg, and which have a plan and programme alike potential and comprehensive, require and will provide communication with the west end of the Wyoming coal basin; and as the dominant interests of the Lackawanna valley, which centre at Scranton, and which also have a potential and comprehensive programme, wherein, however, the main consideration is the manipulation of anthracite coal for the New York city and eastern markets, can work better from Kingston than from Northumberland as an outpost and terminus, there are no insuperable obstacles to a treaty which would advance the Northern Central interest to Kingston, and thereby give the lower Susquehanna an inlet into the Wyoming coal fields, in a way to facilitate co-operation and good understanding with the Scranton interest.

MARIETTA & CINCINNATI RAILROAD.—Statement of approximate earnings for the fourth week in August, 1867:

	1867.	1866.
Passengers.....	\$12,174	\$12,908
Freight.....	25,887	21,080
Mail, Express and Telegraph	1,835	1,736
Total.....	\$30,896	\$35,724
Total this month to date....	114,716	106,410
Total for the fiscal year commencing 1st of January....	758,903	744,433

MONETARY AND COMMERCIAL.

With the revival of business after the "heated term" there has been an increased demand for money; it is, however, of a healthy character, and based upon legitimate transactions. There is no doubt but much disappointment is going to be experienced by merchants as to the volume of business to be transacted during the present season; it is to their interest that they should sell small bills and get their money, rather than large ones on long credits. The present high prices of grain indicate that the surplus is not as large as was anticipated, and the extreme drouth of the summer cutting short pasturage and the corn crop will force farmers to retain a much larger proportion of wheat.

The supply of currency is moderate, and although the demand from the country has been large, the return current will soon be felt in the regular channels of trade. Rates of discount are without change, being from 8@12 to regular customers, for acceptable paper, while outside parties are entirely overlooked.

Exchange is in good supply, and the market easy at quotations:

	Buying.	Selling.
New York	1-10@50 dis.	par
Philadelphia.....	1-10@50 dis.	par
Boston.....	1-10@50 dis.	par
Gold.....	141½@141¾	142@142¼
Silver.....	130@133	131

The New York gold market has retained its firmness throughout the week, as will be seen by the following table of daily fluctuations.

	Opening.	Highest.	Lowest.	Closing.
Aug. 29.....	141½	141¾	141¾	141¾
" 30.....	142½	142¾	141¾	141¾
" 31.....	141½	141¾	141½	141½
Sept. 2.....	141½	141¾	141	141½
" 3.....	141	141½	141	141½
" 4.....	141¾	142½	141½	142½

Of the New York markets the *Tribune* says:

Money on call continues in full supply at the recent low rate. Some loans are still made at 3, but 4@5 are the more common rates. The legal tender in bank next week promises to show a further small gain, but they are being steadily depleted of their legal tenders, as will be seen by an examination of their reports. During the month of August the Secretary of the Treasury spent his entire receipts, and reduced his balance thirty millions of dollars—an operation calculated to fill the coffers of the banks, but such has not been the case. While the Sub-Treasury has been lightened, and the balance reduced to the smallest limit consistent with its comfortable administration, the banks of New York have reduced their legal tenders \$7,166,191, the amounts standing as follows:

LEGAL TENDERS IN NEW YORK CITY BANKS.

Aug. 1.	Aug. 31.	Decrease.
\$75,098,762	\$67,932,571	\$7,166,191

The September debt statement will not be calculated to stimulate banks with an expansion of credits. In the month of August legal tender has been destroyed to the extent of full \$30,000,000, and the Secretary's items will probably stand as follows:

	Aug. 1.	Sept. 1.	Decrease.
Legal tender....	\$369,164,000	\$365,164,000	\$4,000,000
Compounds.....	103,329,000	82,329,000	21,000,000
Total legal tender	\$472,493,000	\$447,493,000	\$25,000,000

These are unofficial, but there is every reason to suppose that the official figures will show quite as favorably, so far as the reduction of the legal tender is concerned. Assuming the figures to be correct, the year ending Sept. 1, 1868, will show the retirement of the following sums in legal tender or call loans on the Treasury, counted by their holders as legal tender:

	Sept. 1, 1866.	Sept. 1, 1867.	Decrease.
Temporary Loans \$15,500,000			\$15,500,000
U. S. Notes.....	309,600,000	\$463,100,000	34,500,000
Compounds.....	156,000,000	82,329,000	73,671,000
Total	\$601,100,000	\$447,429,000	\$153,771,000

There is a steady supply of Governments on the market from parties holding them as temporary investment realizing to procure funds for regular business. State stocks are firm, but dull. The miscellaneous stocks are not popular with speculators, and quotations are nominal. The general speculative list opened firm, and the majority of operators were disposed to regard the bank statement as one upon which an advance could be safely based. After the call the market was steady. At the Second Board the market was steady, and after the call there was an improved demand for New-York Central, which sold at 105½. Erie, Michigan Southern, and Rock Island were in demand, and were steady at quotations. The market closed firm at quotations: New-York Central, 105½@105¾; Erie, 70½@70¾; Reading, 103½@103¾; Michigan Southern, 83½@83¾; North Western, common, 46½@46¾; North-Western, preferred, 70½@70¾; Rock Island, 103½@104; Fort Wayne, 105¼.

RED-HOT BOILERS.—From experiments lately made in England, it appears that the danger of feeding water into red-hot boilers has been greatly exaggerated. These experiments were of the most varied character, with a view to produce explosion. Every endeavor was made to effect this, and everything that glowing red-hot plates and cold-water could do under the circumstances was done. It was considered that the tests adopted were much more severe than any that could occur in practical work, either to a household boiler on the occurrence of frost, or to one employed for engine power, on the furnaces being over heated, and the feed suddenly readmitted to the red hot plates. The experiments go very far to prove that the idea of explosions arising from the instantaneous generation of a large amount of steam, through the injection of water on to hot plates, is a fallacy.—*Artisan*.

A MOVEMENT has been commenced for promoting the emigration to Taranaki, in New Zealand, of persons acquainted with the iron manufacture. A process has been discovered by which the Taranaki iron sand, that lies in unlimited quantities on the sea shore, may be turned to profitable use, and the New Zealand Iron and Steel Company are preparing to erect smelting works. An association has been formed at Birmingham, England, to effect for iron-workers cheap and comfortable passages, and the formation of special settlements.

[There is room enough for capital and skilled labor in the iron fields of the United States, without going to New Zealand.—*Ed. Record*.]

BERDAN'S BREECH-LOADERS.—We learn from a recent "Associated Press" dispatch, via the Atlantic telegraph, that the Russian Government has sent an order to the United States for one hundred thousand Berdan rifles.

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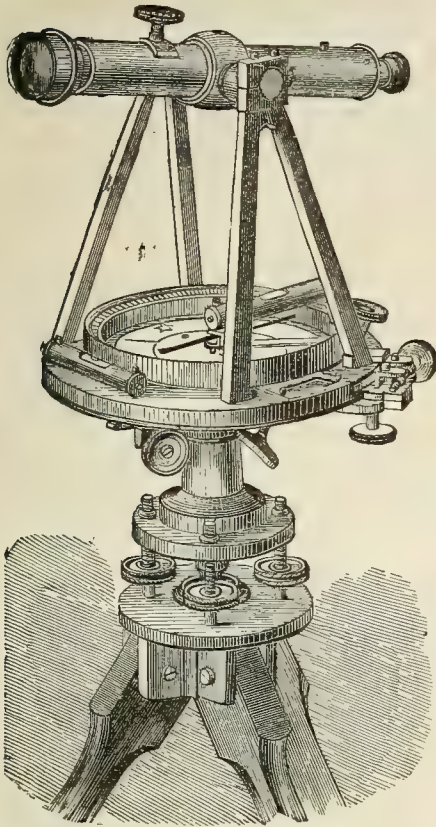
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It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. For Tickets over 2 3/4 inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

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[Aug. 2, 11.]

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" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLIEN	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

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Atlantic & Great Western R'y

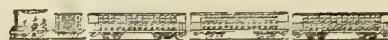
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequaled by any Railway on this continent.**SLEEPING COACHES**Provided for all Night Trains, and Smoking Cars for
Trains.Ample time is allowed, at all hours,
for meals.No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.**CONNECTIONS ARE CERTAIN!****FOR THROUGH TICKETS AND BAGGAGE
CHECKS,**Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SHATTUC, Gen'l Ticket Agt. I. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.

On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front, Ye East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night**9:00 a. m.**—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.**12:00 m.**—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.**8:00 p. m.**—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.**TRAINS TO NEW YORK.**

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.**3:00 a. m.**—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.**9:05 a. m.**—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.**7:25 a. m.**—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:30 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.**2:10 p. m.**—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

**BEST ROUTE TO
ST. LOUIS & CHICAGO.***Monday June 24.***INDIANAPOLIS & CINCINNATI****RAILROAD.****Three Through Trains Daily.**

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

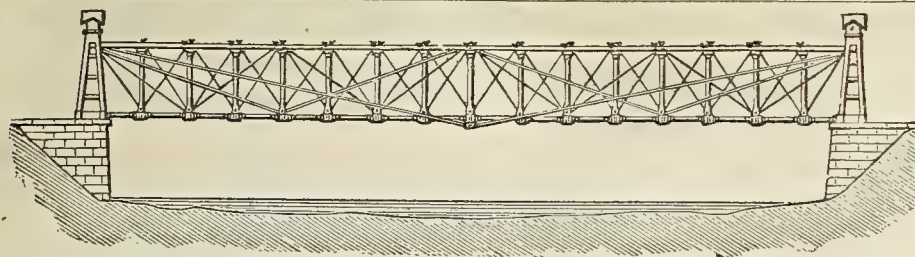
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

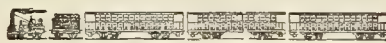
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
my 11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. my 11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

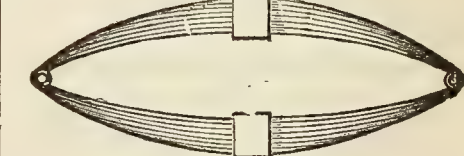
47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight. All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

e Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg. Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore of the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to **WASHINGTON CITY.**

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

AUGUST 25th, 1866.

*Cincinnati to St. Louis Without
Change of Cars.*

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by **CINCINNATI** Time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the **RIGHT TICKET OFFICE** before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9.

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same, &c.,
Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.
On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express).

SUNDAY TRAINS.—Leave Philadelphia for Baltimore at 7.30 Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, }
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, SEPTEMBER 12, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.
DEPART. ARRIVE.
Night Express..... 5:00 P. M. 6:10 P. M.
LITTLE MIAMI.
Lightning Express..... 7:40 A. M. 4:35 P. M.
Express Mail..... 8:30 A. M.
Columbus Accommodation..... 3:50 P. M. 10:20 A. M.
Morrow Accommodation..... 5:20 P. M. 8:00 A. M.
Lightning Express..... 8:00 P. M. 10:35 P. M.
Night Express..... 6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.
Lightning Express..... 7:40 A. M. 7:25 P. M.
Express Mail..... 9:30 A. M. 5:25 A. M.
New York Express..... 8:00 P. M. 8:35 A. M.

MARIETTA AND CINCINNATI.
Depot on Pearl street, bet. Plum and Central avenue.
Baltimore and Washington City
Express and Hillsboro Mail.... 7:30 A. M. 5:00 P. M.
Baltimore and Washington City
Night Express..... 12:35 A. M. 5:50 A. M.
Marietta and Parkersburg Mail.... 7:30 A. M. 5:00 P. M.
Jackson and Portsmouth Mail.... 7:30 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation..... 3:55 P. M. 10:00 A. M.
Loveland Accommodation..... 5:40 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.
Toledo, Detroit and Canada..... 6:00 A. M. 10:10 P. M.
Toledo, Detroit and Canada..... 6:30 P. M. 6:10 A. M.
Richmond and Chicago Mail.... 7:15 A. M. 11:55 P. M.
Richmond and Chicago, Exp..... 5:10 P. M. 1:50 P. M.
Indianapolis & Cambridge City.... 6:00 A. M. 10:10 P. M.
Indianapolis & Cambridge City.... 5:10 P. M. 10:30 P. M.
Dayton, Lima and Chicago..... 3:00 P. M. 5:30 P. M.
Bellefontaine and Sandusky..... 6:00 A. M. 10:10 P. M.
Bellefontaine and Sandusky..... 3:00 P. M. 10:30 A. M.
Hamilton Accommodation..... 6:30 P. M. 7:55 A. M.
Dayton Accommodation..... 6:30 P. M. 10:30 A. M.
Dayton Express..... 5:00 P. M. 6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.
Connersville, Cambridge City and Indianapolis Mail..... 6:00 A. M. 10:10 P. M.
Connersville, Cambridge City and Indianapolis Express..... 5:10 P. M. 10:30 P. M.
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.
Chicago and St. Louis Express.... 7:00 A. M. 8:30 A. M.
Springfield & St. Joe Express.... 1:45 P. M. 4:40 P. M.
St. Louis & Chicago Express..... 7:00 P. M. 12:45 A. M.
Lawrenceburg & Harrison Accommodation..... 5:10 P. M. 8:10 A. M.
Harrison Accommodation..... 10:10 A. M. 2:20 P. M.

OHIO AND MISSISSIPPI.
St. Louis, Cairo & Louisville.... 7:00 A. M. 11:45 P. M.
Louisville, St. Louis & Cairo Ex. 5:45 P. M. 6:10 A. M.
Louisville Special Train..... 3:45 P. M. 1:50 A. M.

CINCINNATI AND ZANESVILLE.
Mail..... 7:00 A. M. 4:10 P. M.
Caboose Accommodation..... 3:50 P. M. 8:00 A. M.

KENTUCKY CENTRAL.
Express..... 6:00 A. M. 6:00 P. M.
Lexington Express..... 2:00 P. M. 10:50 A. M.
Falmouth Accommodation..... 6:30 P. M. 7:10 A. M.

PAN HANDLE ROUTE.
Express Mail..... 7:00 A. M. 6:15 A. M.
Fast Express..... 8:30 A. M. 4:35 P. M.
Pittsburgh & New York Express. 8:40 P. M. 10:35 A. M.

Cincinnati—Pure Water—Where and How to Get it.

That the present water supply of Cincinnati is not only insufficient in quantity, but of the most wretched quality, needs no outside testimony to satisfy the minds of the majority of our citizens. The experience of the past year has fully demonstrated that during a high stage of the water in the Ohio River it is impossible to obtain pure water on account of the eddies of Deer Creek washing the filth and sewerage of half the city and an hundred slaughter houses directly to the suction pipe of the Water Works. A large fire occurs, and the non-whisky drinking portion of our citizens are treated to free toddies, flavored with quintessence of Deer Creek. Now that the water in the river is very low; having also been aided by the efforts of an innumerable host of laborers constructing a pier out into the river to turn the flow of the turbulent waters of the creek down stream instead of up, it is discovered that the sewerage of seven miles of city river front still pollutes the waters of the Ohio and renders them unfit for the human stomach. These things are all thoroughly understood by the citizens of Cincinnati; every man, woman and child are familiar with them, to their sorrow. The authorities have for years been wondering what could be done to remedy the evil, and have been vainly striving to arrive at some plan to supply pure water. Of the necessity for so doing, it is scarcely pertinent for us to present any evidences; but the following from the Health Officer, than whom there is no one whose attainments and good sense entitle their opinions to more weight, is immediately to the point, and indicates the true source of supply:

HEALTH OFFICER'S REPORT ON THE PECULIAR CONDITION OF THE WATER.

HEALTH OFFICE,
CINCINNATI, September 10, 1867.

To the Honorable the Board of Health:

GENTLEMEN—I have the honor to report that I have examined the waters of the Ohio from the Water Works up to the mouth of the Little Miami river, with a view to ascertaining the cause of the unpleasant odor and taste of the hydrant water during the past two weeks, and I find that the water near the Ohio shore has the same taste and odor of the hydrant water; the water in the middle of the river, or channel, has the same taste and odor but only to a slight degree. The water of the Little Miami river has the same taste and odor of the hydrant water, but it is more perceptible in the Miami than in the Ohio. The waters of Deer Creek are entirely exempt from the peculiar taste and smell of the hydrant water.

In my opinion, the odor and taste of the hydrant water is due to the admixture of the Miami with the Ohio river waters, and this opinion is corroborated by the fact that the waters of the Ohio above the Miami are entirely free from the nauseating dead wood and rotten straw odor so palpable in our hydrant water.

I am, gentlemen, very respectfully yours,
W. CLENDENIN,
Health Officer.

The Trustees of the Water Works have now expended nearly one million of dollars in the purchase and preparation of the Garden of Eden as a reservoir. It is situated about a mile and a half or two miles further up the river than the location of the reservoir from which the present distribution is made, and is also of greater altitude. For the purpose of increasing the supply of water the Trustees have also constructed an enormous engine reported to be competent to overflow the reservoir in a few hours. There is, however, one fault with this engine, it is like the Dutchman's daughter who was very smart—very smart—but she would not do anything. The thing won't work. On this engine—no it is not an engine, it is a non-descript, a thing—the Trustees have expended nearly one million dollars more. The more money that is spent on it, the further they get from any prospects of arriving at practical results, and the more dearly are they in love with it, and the more determined to stick to it. Hence, it is proposed, as the thing is stationary and immovable, that the new reservoir must be supplied by this fixing; not by direct action but by pumping into the tank in the tower, the water is then to flow by gravitation two miles to the Garden of Eden, and then flow two miles directly back again to supply the city.

It must be remembered, however, that the source of supply is still the same—the combined sewerage of California, Columbia, Pendleton, Fulton, the Little Miami, and the putrid, gurgling waters of Deer Creek. It is proposed, in order to avoid this admixture, that the mouth piece, or suction pipe of the new pumping thing shall be constructed in the bed of the river, over to the Jamestown bar, and thence up the river, tunneling through a projecting knoll on the Kentucky shore, to save distance, to a point, say one mile above the mouth of the Miami, where Dr. CLENDENIN says pure water can be obtained.

This would really be a "big thing." Chicago tunneled Lake Michigan, why should not Cincinnati tunnel the Ohio river bed for ten miles, or to make it only eight, pass through or under the State of Kentucky. We have one "big thing"—the pumping thing—why should we not have another? This tunnel under the bed of the river would give it to us. We would then have two—twins—while our emulous sister Chicago would have but one. Verily, "twins am a big thing!"

These gigantic schemes cannot be completed in less than five years, and will cost at least FIVE MILLION DOLLARS. In the mean time the citizens must drink a mixture of hog blood, sewerage, bad whisky and barnyard washings. To survive it all would require the stomach of an alderman—a "cast iron stomach."

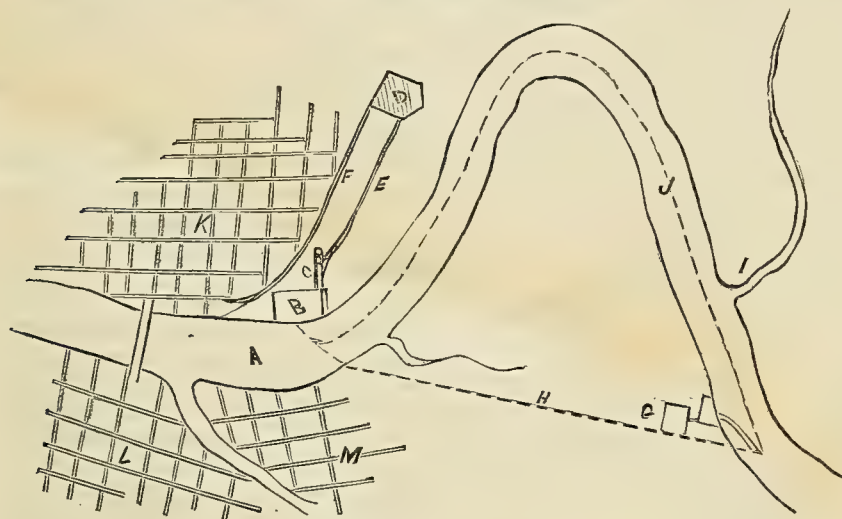
Pure water we must have, regardless of cost; but why spend the above amount for what can be obtained for one-fourth that sum? Those

who are familiar with the geography and topography of the surroundings of Cincinnati are aware of the fact that the point indicated in Dr. CLENDENIN's report can be reached by a much shorter route, that is by crossing the peninsula of Campbell county, Ky., which by an air line is not more than three or three and one-fourth miles; and by a good, practical grade, *pure water* can be brought from the rock bottom and gravel beds of the Ohio, above the conflux of the Little Miami, by a conduit not more than four miles long. High ground can be there obtained for reservoirs; good engines, that *will* pump, can be placed on the south side of the river, and the city of Cincinnati get what she has long sought but never obtained, good pure water. This work could be constructed in from twelve to eigh-

teen months, at one-fourth the cost of carrying out the plan of the Trustees, and would also enable them to make customers of the neighboring cities of Covington and Newport, neither of which cities have at present any supply of water.

The following diagram very clearly illustrates both methods of accomplishing the same result. The practicability and probable cost of both needs no further demonstration.

The necessary legislation, State and corporate, can readily be obtained, that will obviate all the squirmings relative to spending money out of the State. As to protection in case of civil war, the city was protected from the very spot where the reservoirs should be built; and it could be as readily protected there as if within the city limits.



DESCRIPTION OF DIAGRAM.

A Ohio River. B Water Works. C Tower. D Garden of Eden. E Conduit to fill Garden of Eden Reservoir from tank in the tower. F Main Pipe to supply City from Garden of Eden. I Little Miami River. J Proposed suction pipe. G Proposed Reservoir on high ground on the Kentucky shore. H Conduit across Peninsular of Campbell Co., Ky. K Cincinnati. L Covington. M Newport.

NEOSHO VALLEY RAILROAD.—We learn that the Neosho Valley Railroad, from Junction City *via* Council Grove, Emporia and Burlington, to the north boundary of the Osage Indian lands, is contracted for to A. F. Beach, of Balston Spa, N. Y.; I. F. Baker, Troy, N. Y.; Wm. McMichael, of Saratoga Springs; J. J. Crane, of Ballston Spa; Mr. Dorn, Canal Commissioner of New York, residing in Schenectady; Jas. Gowan and J. Dull, of Harrisburg, Pennsylvania. Messrs. Dull & Gowan built the Harpers Ferry works for the Government, and the lake tunnel of Chicago; and with Mr. Beach are now the contractors for the Hoosac tunnel of Massachusetts. Mr. Dorn has been the largest contractor on the enlargement of the Erie Canal. I. V. Baker is Superintendent of the Rensselaer & Washington Railroad, and a man of large railroad experience. All the gentlemen are men of wealth and large experience in railroads.

We expect now to see energetic work between this company and the L. L. & G. Railroad Company, to demonstrate which will reach the southern line of Kansas first, and thereby secure the prospective franchise in the Indian country.—*Lawrence Tribune August 28th.*

LAKE SUPERIOR RAILROAD.—A party of eastern men, among whom are Dr. R. Lamborn, who represents some of the heavy Philadelphia capitalists in the St. Paul and Superior Railroad, and an agent of the Pennsylvania Steel and Mining Company, have started from St. Paul to inspect the Line of route to Lake Superior.

J. Edgar Thompson and others, who are largely interested in the slate quarries, in Pennsylvania, have commissioned the last mentioned gentleman to examine the slate quarries near Lake Superior, on and near the line of route.

An increased interest seems to be manifested by railroad men in the above road. Apropos to the above, we give the names of the following prominent Railroad officials now in this city:

Henry Gwinner, General Ticket Agent Pennsylvania Railroad, and T. L. Kimball, Assistant Passenger Agent of the same; C. Wood, General Passenger Agent of the Pan Handle Railroad; and Vincent L. Bradford, President of the Philadelphia and Trenton Railroad.—*St. Paul Press, Aug. 22.*

Financial Aid to the Pacific Railroads.

The following is a condensed statement of what the Government has done in aid of the Pacific Railroads:

Railroads.	Length in miles.	Amount per mile.	Total amount.
Central Pacific—From Sacramento to the western base of the Sierra Nevada.....	7.18	\$16,000	\$114,880
Thence across the Sierra Nevada.....	150.00	48,000	7,200,000
Thence to the probable junction with the Union Pacific Railroad (78,295 miles east of Salt Lake City).....	544.115	32,000	17,411,680
Total C. P. R. R.	701.295	\$.....	\$24,726,560
Union Pacific—from Omaha to the east base of the Rocky Mountains.....	516.00	16,000	8,256,000
Thence across the Rocky Mountains.....	150.00	48,000	7,200,000
Thence to the probable junction (78,295 miles east of Salt Lake City) with the Central Pacific Railroad.....	269.705	32,000	9,270,560
Total U. Pacific R. R.	935.705	\$.....	\$24,726,560
Union Pacific (Eastern Division)—For a length equal to the distance from the mouth of the Kansas river to the 100th meridian.....	381.00	16,000	6,096,000
Central Branch of Union Pacific (Late Atchison & Pike's Peak Railroad)—For 100 miles next to the Missouri river.....	100.00	16,000	1,600,000
Sioux City & Pacific—From Sioux City to a junction with the Union Pacific Railroad at Fremont.....	100.00	16,000	1,600,000
Western Pacific—From San Jose to Sacramento and probably to be consolidated with the Central Pacific.....	120.00	16,000	1,920,000
Grand total.....	2,358.00	\$.....	\$60,669,120

The bonds issued for these railroads bear six per cent. currency interest, and the Companies severally are authorized to issue an equal amount of their own bonds having priority over the Government issues. At this date the Central has completed one hundred and five miles, the Union Pacific four hundred and sixteen miles, and the Eastern Division two hundred and thirty-four miles.

The above is exclusive of the munificent grants of land on the line of their routes.

PACIFIC RAILROAD.—The September statement of the national debt includes \$16,346,000 of bonds issued in aid of the construction of the Union Pacific Railway. It seems as if the more heavily a nation is in debt the more easy it is to get appropriations for private speculation.—*Cin. Times, Sept. 11.*

Our neighbor loves to dance, but objects to the "pay of the fiddler." It was well understood before the construction of the Pacific Railroads were commenced what the cost was to be, and who was to get the benefit. Perhaps the *Times* would have the construction of the Pacific Roads stopped for two reasons, 1st. So as to comport with its contracted notions of economy; and 2d. For fear of infringing on the hunting grounds of the Indians.

CAMERON AND KANSAS CITY R. R.—The *Cameron Chronotype* says this road is now being rapidly finished through from that place, by a large force of men. The track had been laid three miles from the switch, and the contractor, R. W. Weed, intends for the present to lay one half mile per day, and will increase the distance as soon as more laborers can be procured. We hope that Mr. Weed will be able to procure a sufficient force to lay the entire track to Kansas City by the 1st of November.

Statistics, Internal Commerce, and Railroads of Missouri.

In the year 1866, the Missouri Legislature created a Bureau of Statistics; being the third, we believe, in the United States, Ohio being the first; Minnesota, the second; and Missouri, the third. In time, all the large States of the Union will have Bureaus of Statistics, to concentrate and photograph, as it were, all the facts and features of each State. It is only in this way we can ascertain whether a State is really progressing, and in what direction, and what is the tendency of the moving forces.

The first Commissioner of Statistics in Missouri, and the present one is Mr. L. D. MOORE, whose first annual report we have before us, and which we shall now digest, so as to get the main facts. This report is very imperfect, not from any fault of the Commissioner; but from the ignorance of Legislatures, which is the case in all the States, as to what is really required. The main facts, in regard to Missouri, one of the greatest and best of

the States, in natural qualities, are as follows:

1. GEOGRAPHICAL POSITION.

The physical elements are:

More specifically, its eastern boundary is the Mississippi river, beginning at the parallel of 36° north, following the deepest channel to the mouth of the Des Moines; thence along this river to its rapids, in latitude 40° 30' north; then due west to the Missouri; thence along the Missouri to the mouth of the Kansas; thence due south to the parallel of 36° 30'; then east along this parallel to the St. Francis river; down this river to its mouth; then due east along the parallel of 36° to the Mississippi river and point of beginning.

The statistical results of these elements may be expressed in the following table:

Total extent of surface.....	67,380 sq. miles.
Land in acres.....	43,123,200
Number of acres comprising the hilly and mineral regions south of the Missouri.....	17,000,000

2. CLIMATOLOGY.

The following is a result of some of the most important particulars, in regard to climate in Missouri.

The following table shows the degree of humidity in St. Louis:

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
Average quantity in inches and hundredths of an inch for 28 years.....	2.14	2.66	3.81	3.96	4.94	5.66	4.17	4.15	3.25	3.39	3.06	3.19	44.48 inches.
Hours in which it fell.....	55	52	43	30	34	30	18	22	22	33	50	52	462 hours.

The isothermal lines (or lines of equal temperature) exhibit causes of the great difference in the growth of plants, where there ought seemingly to be a uniformity, and show that the latitude of a place is no criterion of its climate. For example, starting from St. Louis, in latitude 38° 37' 28", the mean temperature of which is 53°, the isothermal line runs a little south of Indianapolis, north of Louisville, about equi-distant between that city and Cincinnati; then southerly near Frankfort, Kentucky; then northerly to near Harper's Ferry, to the parallel of Philadelphia; then due east to the ocean. We meet with it again in the south of Ireland and England, north of France, thence to Venice, north of Constantinople, then almost parallel with the line of latitude across the continent of Asia. It will thus be seen that the State of Missouri enjoys the same climate as the most favored countries of Europe, and that while we can raise the finest crops of the cereals, with the fruits of colder climates, we ought also to raise the grape with the same certainty and the same immunity from frost as they who cultivate it along the Rhine and Danube.

But, the Report shows what is equally true of Ohio, that the extremes of our climate take away largely from its advantages in other respects. In St. Louis and its vicinity, the changes are greater than they are in Cincinnati. The thermometer has varied from 23° Fahrenheit below zero, to 104° above. Here

is a range of 127°! exceeding almost that of any portion of the world. Below 15° under zero, peach trees are killed; and above 100° is a degree of heat, which wilts most kind of vegetation. It has been observed of late years, that what we now know as ice storms coming over the great North-Western plains, are much colder at St. Louis than at Cincinnati.

The following table exhibits all the meteorological phenomena, at St. Louis:

TABLE Comparing the Meteorological Conditions of St. Louis in 1864 with those of the preceding year 1863, and with the average of a number of years.

	1864.	1863.	General Average.
Barometrical Pressure—			
Mean.....	29".504	29".552	29".542
Highest.....	30".224	30".082	30".479
Lowest.....	28".856	28".899	28".516
Temperature—			
Mean.....	54°.7	54°.6	55°.4
Highest.....	102°.5	95°.0	104°.0
Lowest.....	-22°.5	-7°.0	-22°.5
Evaporation.....	6°.0	5°.5	5°.8
Relative Humidity.....	65.2	66.8	66.3
Rain—			
Quantity.....	37".61	40".45	44".44
Days on which it rained, 85		97	93
Thunder-storms.....	29	37	44
Principal winds.....	SE. then NW and SW.	SE. then NW and W.	SE, next W, then NW and S.
Cloudiness.....	4.6	4.8	4.5
Fair days.....	130	118	142
Variable days.....	193	195	173
Days without sunshine... 43		52	49
River—			
Average height.....	7½ ft.	9 ft.	12 ft.
Highest rise.....	20½ ft.	18 ft.	41½ ft.

Another curious fact will be observed here, the Missouri does not rise as high as the Ohio, by 20 feet; and it does not fall as low.

3. ELEVATIONS.

The elevation of the following places will give a general idea of the surface in this part of the State. The figures are the elevations above tide-water in Mobile bay:

	feet.
St. Louis Directrix.....	372
Base of Pilot Knob.....	909
Top of Pilot Knob.....	1,410
Marshfield, in Webster county.....	1,462
New Madrid.....	247
Ohio City.....	272
Granby, Newton county.....	1,030

By these altitudes it will be observed that the top of Pilot Knob, on the eastern end of the above-named highlands, is only twenty-eight feet higher than Webster on the table lands of the western end. Ohio City, at the mouth of the Ohio, is one hundred feet below St. Louis.

Besides these general irregularities of the surface, there are numerous undulations, which give the country its rolling character, and numerous valleys and ravines, which render it more or less rough and broken. These valleys, worn by the streams, are an important feature in the physical structure of the State, as they have a material influence on the climate and give us vast quantities of the very best bottom lands.

The valleys of the large rivers vary in width from two miles to ten, while those of the smaller streams are proportionally narrower.

From this table it appears that Missouri has no mountains. With the exception of two or three ridges, of moderate height, this State is really a table, rolling land, lying on the south, between the Missouri and the Arkansas; and on the north, between the Missouri and the Mississippi. It is admirably watered, and of a very rich, productive soil.

4. MINERALS—COAL, IRON, LEAD.

Missouri is in fact, a State abounding in rich mineral beds, which united with its fertile lands, will make it hereafter one of the wealthiest sections of this country:

Coal.—The geological survey has proved the existence of vast quantities of coal in Johnson, Pettis, Lafayette, Cass, Cooper, Chariton, Howard, Boone, Saline, Putnam, Adair, Macon, Carroll, Ray, Callaway, Audrain; and it is confidently expected that the counties to the north-west will prove to be as rich when fully examined.

Outside the coal field, as given above, the regular coal rocks also exist in Ralls, Montgomery, Callaway, St. Charles, and St. Louis, and local deposits of cannel and bituminous coal in Moniteau, Cole, Morgan, Crawford, Callaway, and probably other counties.

Workable beds of good coal exist in nearly all places where the coal measures are developed, as some of the best beds are near the base, and must crop out on the borders of the coal field. This is found to be the fact where examinations have been made. All of the little outliers along the borders contain more or less coal, though the strata are not more than forty or fifty feet thick.

But exclusive of these outliers and local deposits, we have an area of twenty-six thousand eight hundred and eighty-seven square

miles of the regular coal measures. If the average thickness of workable coal be one foot only, it will give 26,887,000,000 tons for the whole area occupied by the coal rocks. But in many places the thickness of the workable beds is over fifteen feet, and the least estimate that can be made for the whole area is five feet. This will give 134,435,000,000 tons of good available coal in our State. In our efforts to estimate the economical value of so vast a deposit of this most useful mineral, we should constantly bear in mind the position of these beds, beneath the soil of one of the richest agricultural regions on the continent, within a State whose manufacturing and commercial facilities and resources are scarcely inferior to any, and adjacent to the Missouri river and the Pacific, the North Missouri and the Hannibal and St. Joseph railroads.

Iron.—The iron mines of Missouri have long been famous, and it is only necessary to notice the deposits of one remarkable variety:

Specular Oxide of Iron.—This is one of the most abundant and valuable ores in the State. Iron mountain is the largest mass observed; it is two hundred feet high, and covers an area of five hundred acres, and is made up almost entirely of this ore in its purest form. The quantity above the surface of the valley is estimated at 230,000,000 tons. But this is only a fraction of the ore here, as it descends to unknown depths, and every foot of the descent will yield some 3,000,000 tons.

Veins of this ore cut the porphyry at the Shut-in, the location of the first iron furnace erected in this region. Fine beds of this ore were also found at the Buford ore-bed, at the big Bogy mountain, at Russell mountain, at the James iron works, and other localities in Phelps county; and in sections two, three, ten, and eleven, of township thirty-five, range four west, in Dent county, on the South-west Pacific railroad; also, in section thirty-one, township thirty-seven, range twelve west, in Pulaski county.

Silicious specular oxide of iron exist in vast quantities in Pilot Knob, where it has been worked for many years.

The specular and magnetic oxides exist in large veins in the porphyry of Shepherd mountain. It is a very pure ore, and large quantities have been mixed and smelted.

There is enough of the very best quality within a few miles of Pilot Knob and Iron mountain to furnish one million tons of manufactured iron per annum for the next two hundred years.

Lead.—Next to iron, lead is the most abundant mineral in Missouri. The Geologist says:

We have not yet examined a single county south of the Osage and the Missouri, save in the swamp country, without finding in it more or less of this valuable mineral; and besides, nearly all the counties are underlain by the true lead-bearing rocks of our State. We have, then, six thousand three hundred square miles in which lead deposits, in workable quantities, have been found and successfully worked; and at least fifteen thousand square miles more of lead-bearing rocks, where we may reasonably expect to find valuable deposits of this mineral. I must refer to the geological reports for the detailed account of our lead mines.

Copper is found in several counties; and

zinc in nearly all the mines of South-western Missouri.

5. POPULATION.

The following tables of the progressive population of St. Louis is interesting:

In 1810.....	1,400
" 1820.....	4,928
" 1830.....	5,852
" 1840.....	16,469
" 1850.....	74,439
" 1860.....	160,773
" 1866.....	204,327

NATIONALITIES.

Irish.....	26,136
German.....	49,779
French.....	1,945
English.....	3,909
American.....	118,376
Other.....	4,182

Total..... 204,327

Dwellings.....	18,558
Stores and dwellings.....	2,883
Stores.....	1,754

Total amount of Real and Personal Estate.....	\$110,575,454
Owners of Real Estate.....	12,000

In 1860, the population of the whole State was 1,182,012. Now probably, 1,300,000. It would have been much more, but for the war.

6. INDUSTRY AND MANUFACTURES.

General Industry—Census Returns for 1850 and 1860; aggregate statement of Capital, Material, Hands and Products.

Years.	Number of Estab-lishm'ts.	Capital invested.	Value of raw material.	Employed—Males Females.	Value of Products.
1850.....	2,923	\$8,576,607	\$12,198,354	14,880 928	\$24,324,418
1860.....	2,805	20,500,000	24,000,000	20,130 1,200	43,500,000

The value of Industry to Missouri in 1860, was but little more than one-third of that of Ohio. Up to that time, Missouri had been almost exclusively an agricultural State. Now manufactures are rapidly increasing.

The following are some specified manufactures:

Compiled from the Report of the Commissioner of Internal Revenue, 1865.

Sulphate of barytes.....	2,000,900 pounds*
B-cots and shoes.....	103,270 pairs.
Brass and copper manufactured.....	30,260 pounds.
Coal.....	6,657 tons.
Cotton, raw.....	3,620,150 pounds.
Fermented liquors.....	218,800 barrels.
Iron, manufactured.....	11,114 tons.
Iron, pig.....	7,355 tons.
Iron plate, to be added to manufactured iron.....	3,364 tons.
Iron, to be added to manufactured iron ..	4,963 tons.
Lead, including that in the form of pigs and manufactured.....	3,861,132 pounds.
Lead, white.....	694,300 pounds.

7. TRANSIT LINES.

The only canal or improved navigation in the State is the lower part of the Des Moines river improvement, common also to Iowa.

The length of post routes in 1850 and 1860 was as follows:

	Steam-boat.	Rail-road.	Other roads.	Total.
1850.....	1,156	....	8,546	9,702
1860.....	659	924	13,385	14,968

Notwithstanding the splendid navigation of the Mississippi and the Missouri, the Internal Commerce of Missouri is the least developed of its important element. In the future

there is to be a great and rapid development of Internal Commerce in that State. There ought to be at least two thousand miles more of railroads, and three thousand miles of turnpikes; with these means of transportation, its fertile lands would be quickly developed, and its products quadrupled.

8. SYNOPSIS OF RAILROADS.

Names.	Points connected.	Miles.	Cost.
Cairo & Fulton.....	Bird's Pt & Buffalo, N.	37.00	\$1,213,491
Hannibal & St. Jo.....	Hannibal & St. Jo.....	206.20	12,364,139
North Missouri.....	St. L. to Macon City,	168.50	6,966,147
Pacific.....	St. L. to Kansas City,	283.00	11,233,510
South West Branch.....	St. Louis to Rolla.....	77.50	3,872,133
Platte Country.....	St. Joseph to Weston,	37.00	925,000
Quincy & Palmyra.....	Palmyra to Houston.....	10.50	250,000
St. Louis & Iron Mountain.....	St. Louis to Pilot Knob,	86.50	4,356,819
Potosi Branch.....	Potosi to Mineral Point,	3.65	(?)

Total..... 910.15 \$41,181,233

* Cost included in cost of St. Louis and Iron Mountain.

With this table we close our review of the Statistics of Missouri. In the future, we think Missouri is to be the most productive State, in proportion to its surface, of any in this country. Immigration will probably rush in on the abolition of slavery, and the comparative cheapness of its lands will probably attract large numbers of farmers. Future statistics will show a great development in Missouri.

RAILROAD EXTENSION.—THE CONTRACT FOR GRADING THE CEDAR VALLEY ROAD LET.—We have heretofore assured our friends of the Upper Cedar Valley that the railroad would soon be extended from Waverly northward. There have been doubters, and, if we may judge from the newspapers of that section, there are still doubting ones. But with all these we have stated a fact. The Cedar Falls and Minnesota Railroad is to be pushed up the Cedar Valley, and the work will soon be commenced. Some weeks ago the iron was purchased in New York for the ten miles north of Waverly, and iron for ten miles further, or to Nashua, will soon be purchased. On Friday Superintendent Farley, in accordance with instructions received from the officers of the company, let the contract for the grading of the road as far as Nashua to Messrs. Williams, Brown & Dillon, the first named gentleman being Judge Williams, of Clayton county, and the other gentlemen named being well known characters of this city. The grading is to be done in five mile sections, and the whole work to be completed by the 1st of December, the contract containing a provision for a brief extension of the time on certain conditions.

We give these facts so that there may be no room to doubt that the promised extension of the road will be made, and at once. We may add that next week Mr. K. Jesup, of New York, and other gentlemen controlling this road, will visit the Cedar Valley and look the ground over. There can be no excuse for our friends up the Cedar to doubt these signs. They indicate what some days ago we stated in reference to the extension of the road, "Cars loaded at Nashua will next spring be unloaded in Dubuque." The good time is at hand.—*Dubuque (Iowa) Herald, of Saturday.*

The Chariton Patriot says track-laying on the Burlington & Missouri railroad west of that town commenced on the 1st of September.

Cleveland and Toledo Railroad

The earnings and expenses of this road for the years ending April 30, 1866 and 1867 have been as follows:

Earnings:	1866.	1867.
From passengers	\$1,140,986 81	\$937,129 15
" freight	1,139,781 84	1,415,444 97
" mails	25,849 98	25,850 00
" express	82,249 39	113,790 77
	\$2,388,868 02	\$2,492,214 89
Expenses, viz:		
Repairs of road	\$320,333 42	\$360,714 76
" bridges	19,381 39	47,481 49
" buildings	39,842 31	49,780 76
" fences	8,011 42	13,897 71
" engines	106,780 75	109,143 67
" cars	122,520 17	162,988 11
" tools, etc	6,189 29	7,083 81
Fuel	126,574 55	155,741 34
Oil and waste	13,615 15	30,219 13
Conductor and trainmen	55,409 42	63,043 92
Engine and firemen	52,040 72	64,042 02
Watchmen	13,102 29	19,075 99
Station expenses	142,261 99	167,193 99
Mail expenses	946 00	936 00
Loss & damages	11,951 28	31,111 33
General Supt's office expenses, etc	30,925 55	36,072 06
Treasurer's office expense	19,681 04	.....
Foreign agencies	20,205 52	39,544 82
Train supplies	.....	4,802 42
Advertising, stationary, etc	.....	13,268 71
Law expenses	.....	5,858 72
Contingencies	26,983 08	2,836 79
Total running expense	\$1,136,755 54	\$1,384,837 55
Government tax	66,454 34	37,369 47
State tax	61,545 83	54,482 56
Rents	65,823 96	61,641 73
Profit and loss	19,589 88	21,386 38
Total expenses	\$1,353,150 55	\$1,559,717 69
Net earnings	\$1,035,717 47	\$932,497 20
Interest on bonded debt 1866-7	\$202,577 66	
Dividend Oct. 25, 1866, 8 per ct.	413,918 40	
Dividend, April 25, 1867, 6 per cent	315,000 00	
		921,496 06
Balance to credit of income acc't.	\$1,001 14	
The gross earnings for the year were		\$2,492,214 89
Running exp'ses	\$1,384,837 55	
Rents, interest, taxes, and charges to profit & loss	377,457 80	
		1,762,295 35
Leaving for the stock a net of		\$729,919 54
—or 14.6 per cent. on the capital.		
The balance to credit of income account May 1, 1866 was		\$666,942 98
Add income for the year ending April 30, 1867, after payment of interest		729,919 54
		\$1,396,862 52
Deduct dividends October and April, 14 per cent.		728,918 40
Leaving balance of income account, May 1, 1867, as shown in General Account		\$667,944 12

The gross earnings show an increase over those of the preceding year of \$103,346 87, with an increase in running expenses of \$248,082 01; from which deduct decrease in general expenses, (including interest on bonds) \$11,573 43—making the total increase in expenses, \$236,508 50; and the decrease in net earnings, \$133,161 71.

The running expenses were 55-56 per cent. of the earnings, and the total expenses, 70.71 per cent. In 1865-'66 they were 46.76 and 63.87 respectively.

The decrease in the net earnings is largely attributable to the falling off in the passenger receipts, with no corresponding reduction in train service; while the gain in freight receipts has been made at a much reduced rate for transportation, than was received the preceding year, and no compensating gain in net receipts has been realized from this source.

The sinking fund as shown by the report of the Commissioners, now amounts to \$420,508 31. Of the Junction 1st mortgage 1st division bonds, due April 1st, 1867, \$186,000 have been retired, leaving \$27,000 still outstanding. The report says:

The road-bed and bridges have been materially improved in condition by ballasting done and masonry and bridge superstructure built during the year.

Very rapid wear of rails was caused by the heavy freight traffic during the last winter, and although the renewals of rails were large during the year, they have not exceeded the depreciation.

Considerable additions have been made to your equipment, all of which has been fully employed.

Both engines and cars have been maintained in good condition.

Your new road between Elyria and Oberlin was opened for use on the 10th of September last; the track between Oberlin and Grafton has been taken up and the use of the C. C. & C. Railroad discontinued by your trains between Berea and Grafton. To provide your own track into, and the requisite facilities at Cleveland for your increasing traffic, the board have authorized the restoration of the track of the Northern Division of your road between Berea and Cleveland, and the construction of a drawbridge over the Cuyahoga river, near its mouth, to connect your track with those of the roads running East from Cleveland.

Authority for the construction of this bridge has been obtained from the proper authorities, and it is now in course of erection.

Most of the grading necessary to place the line between Cleveland and Berea in order for the track, has been done. The board have opened negotiations with the Cleveland and Pittsburgh Railroad Company for leasing to that company the right to use the Cuyahoga bridge, for approaching their proposed new freight docks.

The Union Passenger Depot has been completed, and a number of other buildings have been erected at different points; 1.7 miles of new sidings have been laid during the year, all of which have been charged to the construction account.

Of the falling off in passenger receipts, \$50,403 98 is in military tickets, the balance being about proportionally divided between local and through travel. The large increase of freight tonnage, amounting the past year to 38 per cent. over the preceding year, and to 76 per cent. in tons carried one mile over the year 1864-5, indicates the important position of the thoroughfare of which your road forms a part, and is gratifying to the

board. The growing crops along the line of your road indicate that a large increase in receipts over the past two years will be realized this season from your local traffic.

The board have made your road a party to a fast freight line reaching the seaboard, via the Erie Railway, since the last report, which with that via the New York Central Railroad, are proving of value in securing your proportion of through freights.

The following is a comparative statement of the capital stock and bonded debt of the company as given in their reports for the past and preceding year. The date of maturity of these bonds, and the time when and place where the interest is payable, is given in full on page 806 of this week's issue:

Bonds:	1866.	1867.
C. & T. dividend certificates	\$180 00	\$186 00
Junction 1st mort. 1st division	213,000 00	27,000 00
C. & T. Income	6,000 00	6,000 00
Junction 1st mort. 2d division	146,000 00	126,000 00
C. & T. mortgage bonds	300,000 00	692,000 00
Sinking fund bonds	2,081,000 00	2,021,000 00
Total bonded debt	\$2,746,280 00	\$2,872,185 00
Capital stock	4,841,600 00	5,000,000 00

Total stock and bonds\$7,587,880 00 \$7,872,185 00

Capital stock has increased during the year \$158,400; the increase in the bonded debt is \$125,905—making the total increase in bonds and stock, \$284,305, which is represented by amounts expended on new improvements and increased inventories.

RESOURCES.

Net earnings	\$729,919 54
Cash on hand June 1, 1866	178,612 27
Increase of capital and bonded debt	284,305 00
Bills receivable collected	7,300 00
Stocks and bonds of other companies sold	13,370 85
Real estate sold	7,176 56
Proceeds of old dividend bonds	3,840 00
Balance due from other companies, &c	4,291 08
Total	\$1,227,815 30

DISPOSITION.

Paid dividend No. 17	\$413,918 40
" " No. 18	315,000 00
" into sinking fund	28,000 00
" on construction account	229,659 26
" bills payable	3,741 90
Increased equipment	105,832 00
" inventories of materials, &c	35,644 03
Reduction over last year in outstanding bills audited, dividends, payrolls and coupons	4,181 69
Cash on hand June 1st, 1867	91,738 02

Total, as above.....\$1,227,915 30

The equipment of the road consists of 40 locomotives, 32 first-class, and 7 second-class passenger cars, 5 mail, 10 baggage and express, 412 box, 65 stock, 122 rack, 257 platform and 10 caboose cars.

Number of miles run by freight cars, 9,306,509; by passenger cars, 909,886; by emigrant

cars, 192,059; by baggage cars, 439,380; and by mail cars, 99,154—total 11,036,988.

Miles run by freight engines, 800,633; by passenger engines, 303,539; by working engines, 119,351—total, 1,233,523.

The number of passengers carried eastward was 252,300, of which 79,551 were through and 172,839 were way; do., carried westward, 288,132, of which 111,948 were through, and 176,484 were way—total passengers carried 540,522, of which 145,309 were foreign, and 395,213 local passengers. Equivalent number of passengers carried one mile, 32,121,284, equal to 286,029 through. Number of passengers carried in 1865-'66, 607,486—decrease 66,964.

Tons of freight transported eastward 427,461, of which 337,353 were through, and 90,108 were way; do., westward, 233,490, of which 150,808 were through, and 72,682 were way—total tons transported 650,951, of which 488,161 were through, and 162,790 were way. Equivalent number of tons carried one mile, 61,206,114, equal to 559,708 through. Tons carried in 1865-'66 474,223—showing an increase in tonnage of 176,728.

GENERAL ACCOUNT.

Construction—cost of road to date.....	\$6,901,816 01
Equipment.....	994,701 42
Stocks and bonds of other companies.....	21,744 25
Bills receivable.....	10,201 43
Real estate.....	50,140 60
Fuel and materials on hand...	347,645 43
Cash.....	91,738 02
Due from P. O. Department.....	2,172 75
" U. S. War Department.....	2,278 69
Due from other companies and individuals.....	21,634 32
Sinking fund.....	249,790 89
	<hr/>
	\$8,673,763 81
Capital stock.....	\$5,000,000 00
Bonded debt, as above.....	2,872,185 00
Unpaid audited bills.....	24,871 52
Dividends not called for.....	4,324 50
Unpaid on pay rolls.....	2,682 06
Coupons due but not yet presented.....	2,065 00
Portion of May earnings collected.....	99,691 61
Income account, balance.....	667,944 12
	<hr/>
	\$8,573,763 81

President—JOHN NEWELL.

Directors—John Newell, James Mason, J. H. Wade, Amasa Stone, Jr., W. H. Vanderbilt, H. C. Simson, S. H. Banker, John Gardner, S. M. Young.

Secretary and Treasurer—WM. F. STAUNTON.

Master of Transportation—T. S. LINDSEY.

THE French are transforming their old three-deckers into transports, with three tiers of stabling for horses. Some of these vessels will carry 1,200 horses, and the navy will at any moment undertake to transport 25,000 animals. In the Crimean war the navy was understood to have achieved a memorable feat when it carried 3,000 horses to Eupatoria.

The City Council of St. Paul voted, on the 8th inst., to issue \$100,000 in bonds to the Superior Railroad on completion of the first twenty miles from that city, and \$50,000 on completion of an additional ten miles.

Excursion over the St. Paul & Pacific R. R.—First Train Through to Lake Minnetonka.

From the St. Paul Press, August 22.

The rails on the St. Paul and Pacific road having been laid as far as Wyzata on Lake Minnetonka, the officers of the road yesterday invited a few friends to accompany them on the first trip ever made to that point by a passenger train.

The regular train for St. Anthony and Minneapolis, left at twelve o'clock, and precisely at that hour the little party of eighteen found themselves rolling away from the hot and dusty streets of St. Paul, toward the cooling breezes and beautiful scenery of the lake, whose shores were for the first time to be graced by a passenger car.

The first place at which the train stopped was St. Anthony, and the next way station proved to be a flourishing little town called Minneapolis, where we stopped for dinner. We were taken to a handsome hotel called Nicolet, where the inner man was carefully attended to, an unusually fine table proving a great attraction at that particular time.

THE ROAD.

All on board, the signal was given, and away we sped to what, to most of the party, was entirely new country.

The road, for the first few miles, is through a rolling country apparently fertile and well calculated for farming. It then skirts along the shore of Cedar Lake, one end of which it crosses. The view obtained of this charming little sheet of water, would of itself repay any lover of nature for the trip. After passing the lake, the country varies very much in its features, the road, now passing through cuts in the hills, and now running across a marsh. Though thus varied, and consequently free from the monotony of the prairie, there are no points in the country sufficiently striking in their nature, to attract and fix the attention of the traveler, except the numerous crossings of Minnehaha, through which the waters of Lake Minnetonka find their way to the Mississippi.

This portion of the road, from the nature of the route has been slow in its construction, as there has been a great deal of heavy work both in excavation and embankment, and the unheard of and continuous floods which have prevailed this season, have rendered the use of teams very difficult. This difficulty has now been overcome, and the road graded to the prairie, which it strikes about thirty miles from Wyzata. For two hundred miles it will then run through a country so level that grading will be nominal work, and the track layers can put down rails as fast as they can be brought to them. The track is being laid under the charge of Mr. Drayton Marsh, one of the best men for the work in the country, who is known from the Atlantic ocean to the Mississippi, and who has laid track in every State from Maine to Minnesota.

As we approached our destination, we crossed a marsh, and then darting through a cut in the hills which surround it, we had our first view of

LAKE MINNETONKA,

its waters dancing and glistening in the bright rays of the sun, while the green clad hills which form its boundary, seemed but a natural frame for this lovely picture.

Awaiting our arrival was the "Lady of the Lake," a miniature steamer graced by a party of ladies from Excelsior, who had come down

to the lake to be present at the arrival of the first party ever stepping from a train of cars on the soil of Wyzata.

Embarking on this, the pioneer steamer of the lake, we had a delightful ride of nearly an hour's duration, running up far enough to get a good view of some of the bays, which are the distinguishing features of the lake.

Separation of Silver from Lead—New Process.

It is well known that the affinity of zinc for silver is greater than that of lead, yet the various attempts which have been made to take advantage of this property in connection with the extraction of silver from lead have not been attended with commercial advantage. The causes of failure have, probably, been attributable to the large quantity of zinc which has remained in the lead as prepared for the market; the treatment of scummings composed of lead, silver and zinc have, of course, offered equal difficulties. To remove these obstacles is the object of the invention of Mr. Frederick Cordurie, of Toulouse, the two characteristic features of which are, on the one hand, the employment of superheated steam to oxidise the zinc, and leave the lead and silver unattacked; and, on the other hand, the forcing of oxides of zinc and of lead through a bath of lead, from which the silver is to be separated. The lead to be treated having been well melted, he subjects it for a time to increased heat, after which he adds to 100 parts of lead about 2 parts or more of zinc, taking care to stir it well in the midst of the bath fusion, which is then left to itself, until the time when the surface begins to coagulate. This time should not be lost; the melted zinc taking possession of the silver to produce an alloy less dense and less fusible than the lead rises to the surface and begins to coagulate, while all the lead preserves its limpidity; it is now that the scumming must be performed, care being taken to remove the least possible amount of lead, but leaving none of the alloy in the bath. To remove the last traces of zinc which remain in the bath, he re-heats the bath, and leads superheated steam into it. When the superheated steam is to be introduced he covers the bath, and the steam is conveyed to the bath by a pipe fitted to the cover and dipping into the bath. The zinc oxidises under the action of the oxygen of the decomposed steam, and the oxide of zinc floats on the surface in the form of powder, which he scums off, after which the lead may be allowed to cool for the market. The hydrogen which is disengaged may draw off particles of oxide, which he then collects in a condenser.

In practice it is found that as the scummings contain lead, silver and zinc, they cannot be completely freed from zinc by a simple distillation in a close vessel; this distillation would, moreover, have the inconvenience of allowing some of the silver to be lost. The best means of effecting a complete separation consists in oxidising the zinc in the midst of the alloy by a current of hot air, preferably by a jet of superheated steam, which is admitted at a more or less considerable pressure by employing a condenser, if required. The oxidised zinc, as well as a certain quantity of lead having an earthy appearance, are easily separated from the argentiferous lead in fusion by scumming or equilation. The lead is sent to be submitted to cupellation, and the oxides are regenerated, but they are previous-

ly made to traverse a bath of lead, in which they give off any silver which they may have drawn off with them, as well as traces of oxide of lead. It will thus be seen that whilst the superheated steam oxidises the zinc the lead and silver are not attacked, whilst the forced passage of the oxides in the bath of lead allows the regenerating of the zinc for use in the next operation.

Another part of Mr. Cordurie's invention, relating to the treatment of litharge, is based on the same principle of the forced passage in a bath of lead. Argentiferous lead submitted to cupellation produces rich litharge. He removes the silver which the litharge contains by making it traverse a bath of lead while the litharge is in fusion. The litharge which floats on the top is marketable, and the lead having become argentiferous is submitted to cupellation.—*London Mining Journal Aug. 17.*

Railway Discomforts.

We are continually reminded, says the *Western Railway Gazette*, of the superiority of western railway coaches, track, equipment, and accommodation compared with what is seen and experienced on many eastern lines, by the frequent recurring complaints and chronic dissatisfaction expressed by some of the most prominent representatives of the New York and New England press. Thus, the editor of the *Scientific American* enumerates among the impositions practiced upon the traveling public in that section, the outrageously careless manner in which the baggage of passengers is handled; the incivility of railway employees; the habit of keeping ticket offices closed until within a minute or two of starting the train; the locking of car doors; and the neglect even to provide the ordinary conveniences required for the necessities of the traveling public. The writer says:

"A short time since we had occasion to travel from Boston, on the Fall River and Newport line, a distance of thirty miles. The trip occupied over two hours, and although the day was insufferably hot, not a drop of water could be had, and none of the cars on the train were furnished with closets. A portion of the time occupied by the trip was spent at a way station, waiting for the train, and we found it difficult to ascertain when the train was going to start, as no one about the station seemed to possess either authority or information. In one room of the building was a stone jar in form of a barrel, with a faucet apparently for holding water, but it was empty, and so remained until the station-master, after being importuned repeatedly, sent a lounge after a pail of water."

And western railroad that should for a single trip neglect to furnish its patrons with the coldest of ice water in abundance, or make up a passenger train with a single car unprovided with water closets for the use of ladies and gentlemen, would be placed under ban at once by the traveling public, and in due course of time would not earn money enough to pay for the axle grease necessary to smooth its rapid descent into bankruptcy and ruin. Magnificent twelve-wheeled coaches for day use, and Pullman's superb dormitories, or the Silver Palace or other sleeping cars embracing all the modern improvements that human ingenuity has invented to make travel a pleasure instead of a fatigue,—are run on every prominent rail route that centres Chicago, or traverses any portion of the

northwest tributary to it. Such complaints as want of water, abuse of baggage, lack of sufficient time to purchase tickets, &c., &c., would be deemed in the West as frivolous and absurd, because there exists no occasion for them.

The fact is, that in car construction and equipment, the adoption of the best methods of ventilation, and all those innumerable elegancies of sleeping cars, as well as that liberality of railroad management, which spares no expense to secure to the passenger every comfort consistent with safety and rapid locomotion,—our western railroads are fifty years in advance of those of New York and New England, and every man of unprejudiced judgment who shakes from his feet the gathering dust of fogism, and comes "out West" to see for himself, will admit this assertion to be strictly true.

MONETARY AND COMMERCIAL.

There has been an increased demand for money during the past week, the result of more activity in general business; bankers, however, have met it freely at their usual rates to customers, discriminating a little more closely in favor of strictly prime paper. The rates charged are 8@10 per cent. The Exchange Market has been active, with ample receipts. The usual quotations are:

	Buying.	Selling.
New York	1-10@50 dis.	par
Philadelphia.....	1-10@50 dis.	par
Boston.....	1-10@50 dis.	par
Gold.....	149¼@145	145¾
Silver.....	132@135½	137

The New York gold market has steadily advanced during the week until it has reached nearly 46 per cent. premium. The daily fluctuations have been as follows:

	Opening.	Highest.	Lowest.	Closing
Sept. 5.....	142½	142½	142½	142½
" 6.....	142½	142½	142½	142½
" 7.....	142½	143	142½	143¼
" 9.....	142½	144¼	142½	144½
" 10.....	143½	144	143½	144
" 11.....	144½	145½	144½	145½

The *Tribune* says of the New York market that there is an increased demand for money, and 5 per cent was readily had from the best borrowers. No money was offered about the street, and borrowers were obliged to look about quite briskly. In commercial paper no change.

Government stocks are irregular. The 5-20's of 1862 sold as high as 114½, and the 6s of 1881 at 112. The latter issues were barely sustained, and 7.30's were sold at 107½. State stocks are higher, and little done in railway mortgages. Fort Wayne First Mortgage fell 1 per cent. Express stocks are lower. Adams sold at 66½, American 66½, and Wells, Fargo at 64. Railway shares are dull, except Hudson River which sold 120½. The rest of the list was heavy, and no large amounts could be sold at quotations. After the call the market was a little higher, but the buying was upon a small scale. Before the second Board, upon a report that Secretary McCulloch had resigned, prices were quite strong on the whole list. Hudson River jumped to 132. At the Second Board the market was active, and after the call remained firm. Hudson sold at 132½; Erie, 69½; Michigan Southern, 83. At the last open Board the market was strong and active. New York Central sold at 107; Hudson River at 135. The balance of the

list was stronger, and quite an active business was done on the street. Later the market was not as strong, but closed steady at quotations. The closing prices were: New-York Central, 107½@107½; Erie, 69½@69½; Reading, 103½@103½; Michigan Southern, 83½@83½; North-Western, common, 46½@46½; North-Western, preferred, 71½@71½; Rock Island, 104½@104½; Fort Wayne, 105½@106.

Of the amount of business doing in Wall Street, and the unsatisfactory results to commission houses and operators the *Tribune* says:

Wall Street was never duller or less profitable to commission houses than at present, and old firms which make office expenses are considered as "prosperous." To do nothing all day is common with long established houses, and cases are found where nothing has been done for a week. There is some "made business" of a character observed among sharpers. The public is out of the market and shows no signs of coming in.

As to the probable chances and prospects for the Fall and Winter months, the same paper furnishes the following remarks:

Letters from railway managers are less confident in regard to the Autumn business. Farmers are disposed to sell their wheat sparingly, and talk of much higher rates, and speak of the corn crop in a very cautious manner.

This is confirmatory of the statements that we have been making for the past five or six weeks, based on personal observation and information from correspondents; and although we might write a volume on the subject, yet it would not present the subject in a more forcible light than the above paragraph.

THE WILSON FURNACE.—The Wilson furnace—in other words, the downward-draught puddling furnace—has been stamped with the broad seal of success. At the Bolton Iron and Steel Company's Works this furnace is puddling 20cwt. of blooms from 21½cwt. of pigs, and this with but one ton of coal, and this again without smoke. Nothing like this has ever been known before in puddling. Mr. Wilson has stood by his furnace from first to last, and is now making the reasons of its singular success understood. It is simply by the aid of the down draught that he properly mixes the gas from slack coal with air. We have written searching letters to Hicks, Hargeaves & Co., of Bolton, and to others interested in supporting, and to others still interested in opposing, this new claimant to favor, and we are bound to admit that the replies are such as convince us that it is at last achieving wonderful results. It is giving a ton of puddled blooms to a ton of coal, and that without smoke, and with but a minimum of waste of metal, say 21½cwt. of pigs per ton of blooms. The Wilson furnace is the most extraordinary invention of its class yet brought out, saving nearly if not quite, half the fuel commonly employed for the same purpose. We write after having corresponded closely with Hicks, Hargeaves & Co., the Bolton Steel and Iron Company, and other large firms in a position to know all the facts.—*London Engineering.*

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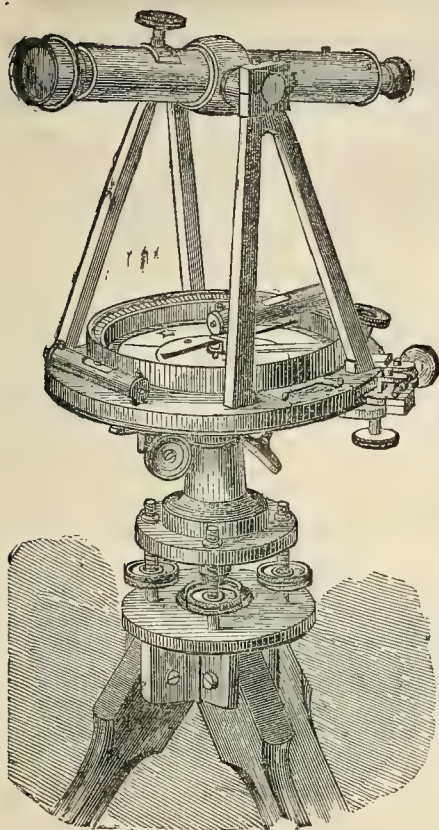
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COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. For Tickets over 2 3/4 inches in width.

SIZE NO. OF FORMS.	PRICES.	SIZE NO. OF FORMS.	PRICES.
1 64	\$37	11 64	\$38
2 96	40	12 96	42
3 144	46	13 144	48
4 192	54	14 192	57
5 256	62	15 252	65
6 320	70	16 320	75
7 400	80	17 400	85
8 500	90	18 480	95
9 600	100	19 600	110
10 720	115	20 700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

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D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indianapolis
[Aug. 2, 1866]

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Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLIEN	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

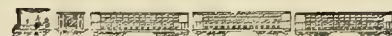
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

W. B. SHATTUC, Gen'l Ticket Agt. I. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles. and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers front to East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. B.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 Light

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

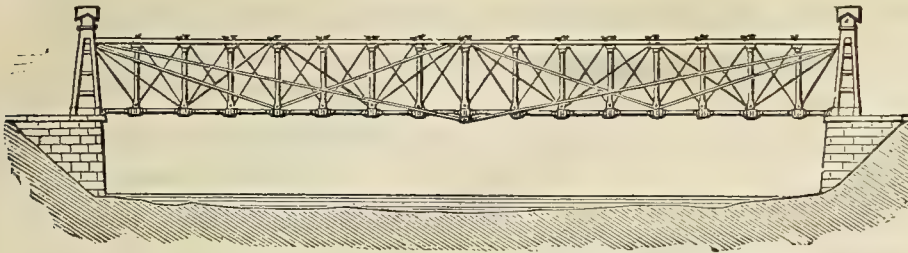
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation	5.15 P. M.	5.05 A. M.
Harrison Accommodation	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburgh without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburgh, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
my 11 Pittsburgh, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:40 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. my 11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

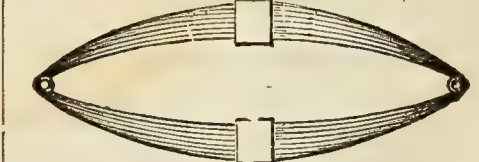
47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.

Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by CINCINNATI Time.

For all information and through tickets, please apply the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. F. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front-street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9.

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!:



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted). 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, }
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, SEPTEMBER 19, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
“ “ per month.....	3 00
“ “ six months.....	12 00
“ “ per annum.....	20 00
“ column, single insertion.....	5 00
“ “ per month.....	10 00
“ “ six months.....	40 00
“ “ per annum.....	80 00
“ page, single insertion.....	75 00
“ “ per month.....	25 00
“ “ six months.....	110 00
“ “ per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.			
	DEPART.	ARRIVE.	
Night Express.....	5:00 P. M.	6:10 P. M.	
LITTLE MIAMI.			
Lightning Express.....	7:00 A. M.	4:35 P. M.	
Express Mail.....	8:50 A. M.	10:20 A. M.	
Columbus Accommodation.....	3:50 P. M.	8:00 A. M.	
Morrow Accommodation.....	5:20 P. M.	10:35 P. M.	
Lightning Express.....	8:00 P. M.	6:15 A. M.	
Night Express.....			
CLEVELAND, COLUMBUS & CINCINNATI.			
Lightning Express.....	7:00 A. M.	7:25 P. M.	
Express Mail.....	9:30 A. M.	5:25 A. M.	
New York Express.....	8:00 P. M.	8:35 A. M.	
MARIETTA AND CINCINNATI.			
Depot on Pearl street, bet. Plum and Central avenue.			
Baltimore and Washington City			
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.	
Baltimore and Washington City			
Night Express.....	12:35 A. M.	5:50 A. M.	
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.	
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.	
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.	
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.	
CINCINNATI, HAMILTON AND DAYTON.			
Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.	
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.	
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.	
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.	
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.	
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.	
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.	
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.	
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.	
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.	
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.	
Dayton Express.....	5:00 P. M.	6:10 A. M.	
CINCINNATI AND INDIANAPOLIS JUNCTION.			
Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.	
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.	
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.			
Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.	
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.	
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.	
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.	
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.	
OHIO AND MISSISSIPPI.			
St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.	
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.	
Louisville Special Train.....	3:45 P. M.	1:50 A. M.	
CINCINNATI AND ZANESVILLE.			
Mail.....	7:00 A. M.	4:10 P. M.	
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.	
KENTUCKY CENTRAL.			
Express.....	6:00 A. M.	6:00 P. M.	
Lexington Express.....	2:00 P. M.	10:50 A. M.	
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.	
PAN HANDLE ROUTE.			
Express Mail.....	7:00 A. M.	6:15 A. M.	
Fast Express.....	8:30 A. M.	4:35 P. M.	
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.	

Cincinnati and its Interests in Regard to Railroads.

We have repeatedly written upon this subject, and after looking back on our articles for twelve or fifteen years, we find that time has confirmed every statement and every idea we have thrown out. For years we have asserted, that in some way (and where there is a *will* there is a *way*) Cincinnati should cause the construction of the *direct Southern railroad*. In the last two or three years, some effort has been made for this purpose. The merchants have been appealed to, and they actually subscribed large sums of money; but for some reasons the project failed. There is yet left another way to get the *means*, and that is the main thing. We will *suppose* hypothetically, that proper laws exist in Kentucky to secure the investments made in a Kentucky corporation. We will suppose also, that trustworthy men are to manage it. These things being premised, then we say, the city can make the road or cause it to be made, if it chooses. This work could have been made long ago if the city could have *borrowed* money for such a purpose; but the new constitution of Ohio, enacted in 1850, prohibited towns and cities from borrowing money or credit in this way; going on the principle that the people of cities are not fit to govern themselves. But, the city is not forbidden to *tax* itself for railroads or any other purpose. A general tax is the fairest way to raise money for such purposes. But some one will say, it will be a very heavy tax. Not so, suppose the city advances two millions of dollars. Divide that into three installments, and it will be \$666,666½ per annum. The taxable property of the city is \$160,000,000. *Four mills* on a dollar will raise all the money required in three years. This is the mode in which turnpikes are now made, under an act of the legislature. Hundreds of turnpikes are now making in Ohio, by a tax on the adjoining property, payable in installments during three years. In the case of Cincinnati, the tax is to be levied voluntarily, and the whole property of the city is to bear the burden.

Now, if the city understood its interests, and is willing to maintain them, here is a plain, feasible plan to construct the road. Why not do it? It may be said, two millions of dollars will not make it. Certainly not, but six millions will. Well, how will you get the rest? The counties on the road will subscribe one-third the cost, and the state of Kentucky will advance one third. How do you know, you will say. Kentucky does it for turnpikes, why not for railroads? But, suppose the State does not, what then? Why, then issue mortgage bonds for one-third the cost. In the meantime, the first thing to be done is to *buy the Kentucky Central*. We take no count of the money to be raised in buying the Central; because the Central is in good business, and can, we think, be got for its value. In that

case, that road should be bought and made the basis of the whole arrangement.

We say then, the Southern direct road *can* be made, and we should be glad to know if it is not the most profitable thing Cincinnati can engage in? We suggest this plan as one that is practicable, and can be successfully carried out.

In the meantime, we see that several counties in Virginia have subscribed to the Chesapeake and Ohio Railroad, and the city of Richmond has subscribed \$2,000,000. It seems pretty evident that the Chesapeake & Ohio Railroad will be actually completed, and that soon. It will be the greatest and most important central route in this country, and specially most important to Cincinnati. In fact, it is doubtful whether any railroad will be as important to Cincinnati as that. Here again, Cincinnati has something to do. The connection will probably be made between Gallipolis, on the Ohio, and Hauden on the Marietta railroad. The distance is 41 miles, and the route perfectly practicable. The Marietta road will, no doubt, advance a part of the means necessary, and some subscriptions may be obtained in Gallia county. But, suppose this link cannot be made without further aid; will the merchants of Cincinnati withhold it? Or, will the city of Cincinnati try to hamper the Marietta road as they do the Little Miami? The fact is, if Cincinnati is to maintain her place as the great central mart of the United States, she can only do it by *putting forth some of her own strength*. She must put her own shoulder to the wheel.

This brings us to one of the points recently discussed, but on which the city has already made a great and almost irretrievable blunder. We refer to railroad *connections* in Cincinnati. A stranger would scarcely believe it; but Cincinnati has *blocked the way between the East and West*, so that freights are now *carried round* the city, in order to avoid going through it! This is the absolute fact. There happens to be on the eastern side of the city, but one railroad direct from the East, and of course its interests cannot be as strong as that of the others combined. But the others don't want the Little Miami railroad to go *through* the city, because some trade, so long as the obstruction lasts, may be diverted to them.

Having failed in getting a line *through* the city direct, the Little Miami railroad availed itself of another route West, and bought the line from Xenia, through Dayton, to Richmond, Indiana. And now, what has happened? The *largest part* of the freight business of the Little Miami Railroad goes round Cincinnati to Richmond, Indiana! Was there ever such a suicidal policy pursued by any community, as that pursued by Cincinnati in this case? It is a great, and almost fatal blunder. The effects stop not here. The Pennsylvania railroad tried hard to get its freight carried through Cincinnati *via* Little Miami Railroad.

Having failed in that, it is now building a line from Union to Logansport, which will carry its business straight through Ohio and Indiana, *avoiding Cincinnati altogether*. Such a narrow minded policy as is now pursued in Cincinnati, will stop the growth of any city.

Northern Pacific Railroad.

The following communication to the Detroit *Advertiser and Tribune* hints at the wonderful efforts being made by the powerful lines of railroads centering at Chicago, to make the entire traffic of all the routes to the Pacific tributary to their roads. For this, we do not propose to berate them, but merely propose to intimate that there may be other interests to protect and foster as well as those centering in Chicago. Should the extreme Northern route be constructed and forced with its trade to make so great a detour as to pass around Lake Michigan the results would be disastrous to the State of Michigan, to which we think it will not willingly consent. There can, however, be no objection to the Chicago roads tapping the Northern road, but there is a naturalness of route, and want of transit facilities in the undeveloped territory through the State of Michigan that in the construction of this great work should not be overlooked. The interest of Cincinnati as referred to by the writer, would be not in the trade that would reach us from the Pacific, but in the completion of the connecting links through the State of Michigan passing through the great lumber regions of that state and with which this city would be brought into more immediate contact. At the present time the enormous cost of building material is one of the great drawbacks to the prosperity of the city. The correspondent of the *Advertiser* says:

But little has been published here of late concerning this great national enterprise, in which Detroit should feel the deepest interest. It is not so in Chicago. There the subject attracts great attention, and there is growing up quite a furor of zeal in relation to it. While Detroit and Michigan sleep, the ardor and enterprise of Chicago are wide awake.

The project at present agitated, and urged by Lieut. Gov. Bross and others, is for building the North Pacific Railroad *from some point on the Mississippi*. St. Cloud particularly is mentioned as the proper eastern terminus; which will connect it, directly and readily, with the St. Paul & Chicago and the Chicago & Northwestern Railways. St. Cloud lies to the north-west of St. Paul, and is some 50 to 70 miles south of the direct and proper route of the North Pacific Railroad, for which Congress has made liberal grants of land, and provided for its eastern terminus somewhere about the head of Lake Superior, even as far east as the Montreal river, the north-western boundary of Michigan. Should this project succeed it cannot fail, as it is manifestly designed, to defeat Detroit and its Merchants and Michigan in general from having a fair competing chance, by the shortest possible road to the Pacific, *via* Mackinaw Straits, Superior, Crow Wing and Breckinridge. The proper practicable and originally

contemplated route of this North Pacific railroad, is not to make it a branch of the middle route, starting from Chicago; but an independent route for the Northwestern regions, connecting them by the most direct route with the East and the Atlantic cities. Cincinnati is interested in this North Pacific Railroad, especially if it pass through Michigan from Montreal river *via* the Straits of Mackinaw, to Saginaw and Detroit. But the effort now being made, is to make Cincinnati tributary to, and work along with, Chicago, for turning the North Pacific Railroad down to Chicago at St. Cloud, and forcing the Northwest to seek their market for their grain, etc., at that place. This should not be. For thus the region north of St. Cloud, and north-west of it, must be subjected to the inconvenience and expense of an unnecessary distance to reach Superior with their wheat, etc. The whole local trade and through business, in order to reach Superior and take advantage of lake navigation must pass to Chicago, so far South as to throw Lake Superior off, and force the commerce, via Lake Michigan and Southern railroads. Will Detroit and Michigan submit to this? The sanction of the U. S. Government is necessary before this can be done; and efforts are being made to secure it. Shall Congress be required to give its assent to such an unjust imposition of extra cost of shipment and travel on the line of the road? It will be worse than throwing away the money voted to aid such a selfish purpose. Will Detroit and Michigan consent to it? Past experience has shown that there will be difficulty in getting the favorable action of Congress on the most meritorious bill. Even if the people of Michigan and their northern railroad parties together with Detroit and Chicago, should agree as to the route best of all concerned,—which is to take the Northern Pacific road north of St. Paul to the head of Lake Superior and thence through the Upper and Lower Peninsulas crossing at the Straits of Mackinaw,—it will require wisdom and zeal to carry it, while it is and will be entangled with so many obstructions for aid. Should the North Pacific Railroad Company get an extension of time, and aid in bonds asked for, before Michigan interests are securely and fully provided for, nothing will ever be done for Detroit and Northern Michigan. Now is the time for consultation and co-operation, and especially for the prompt, intelligent action of all their representatives in both the Senate of the United States and House of Representatives at Washington. Should present land grants expire the North and Northwest must remain unsettled for generations. Now, while the Northern Pacific Railroad are locating their line west of Lake Superior, is the time for Detroit and Michigan interests to say to that company, locate it as it ought to be done for every interest of the country, or we shall do what we can to defeat your selfish ends.

MICHIGAN.

Receipts of the Western Union Railroad Company, for the week ending Sept. 7.

	1867.	1866.	Inc.	Dec.
Freight....	\$22,431 70	\$14,491 53	\$7,940 17	.....
Passengers	3,962 65	4,249 65	287 00	.....
Express and Tel.	32 00	250 00	70 00	.....
Mail.....	375 00	379 91	.....	4 91
Totals.....	\$27 089 35	\$19,371 09		

Receipts from January 1, to Sept. 7.

1866....	\$518 916 24
1867.....	421,133 87
Decrease.....	\$ 97,782 37

Crops and Railroad Earnings.

The following paragraph from the money article of the *Tribune* of September 12th, is another evidence that too much is expected from the trade with the West; and although we do not think that our affairs are in quite so bad a state as is here pictured, yet it is best to look at matters as they are. The great corn crop of the West was planted late on account of the late spring and excessive rains, while the drouth since June has prevented its proper development, and has also burnt up the pasture fields, rendering, in many localities, feeding already necessary. Farmers, therefore, are compelled to retain a large portion of their small grain to make up for this deficiency, reducing the amount of their surplus for shipment, and curtailing their ability to purchase goods for consumption.

The *Tribune* says:

"The advices from the West in regard to wheat are unsatisfactory. An extra yield has ceased to be talked about, and the fact is apparent that it thrashes out poorly in comparison with the estimates before harvest. Measurement shows 12 and 14 bushels where 25 per acre was expected, and the increased breadth sown will scarcely make up for the deficit in yield. So far as wheat is concerned, cheap bread cannot be realized from the crop of 1867, nor are the prospects better for corn at the present moment. Already Western experts are buying old corn on speculation, paying \$1.25 per bushel, against 83 cents in September, 1866. This state of things is in market contrast with the general expectations forty days since, and will modify many business calculations then made. Instead of an abundant harvest of wheat and corn to make cheap bread, and consequently cheaper labor, high prices appear inevitable, with all the attendant disasters. Instead of a crop which would tax the rolling stock of railroads to their utmost, and enable them to clear their books of floating debt, managers are brought face to face with the fact that there is not an average crop, and that its transportation will yield little profit. To traders this changed appearance of the crop is of vital importance. Instead of a full crop to be used in the payment of old debts and in exchange for new commodities, producers from this year's labor promise to be left where old debts must be neglected, and new purchases made sparingly. The comparative price of breadstuffs is shown by the annexed table;

	Sept. 8, '66.	Sept. 10, '67.	Advance.
Western Mixed			
Corn, bush....	83	\$1 25	42c.
Rye.....	85@	\$1 15	1 39 24c.
Oats, State.....	50	70	20c.
Corn Meal, bbl.	4 65	6 00	\$1 35
Extra State			
Flour, lowest			
price.....	6 40	9 50	3 10

It is proposed on the completion of the bridge and viaduct at Runcorn Gap, which will save about ten miles in the distance between London and Liverpool, to run express trains which will surpass anything yet obtained in railway traveling in this or any other country. The whole distance, over 200 miles, will be run without a single stoppage, and the time occupied will be about 4½ hours.

Chicago and Northwestern Railway Company.

REPORT FOR THE SEVENTH AND EIGHTH FISCAL YEARS, ENDING MAY 31, 1866, AND MAY 31, 1867.

To the Stockholders and Bondholders of the Chicago and Northwestern Railway Company:

The last (sixth) annual report of this Company was for the fiscal year ending May 31, 1865.

That report contained a history of the different corporations which, by re-organization, and consolidation, now comprise the Chicago and Northwestern Railway Company.

Reference is made to it for a full explanation of the history and transaction of this Company up to that time. This report, for the seventh and eighth years of the Company, includes the transactions for the two fiscal years ending May 31, 1866, and May 31, 1867.

Accompanying this will be found a general balance sheet and statement of income account on the 31st of May, 1866, and also on the 31st of May, 1867; also other statements relating to the business of the Company during the last two fiscal years.

STATEMENT FOR THE FISCAL YEAR ENDING MAY 31, 1866.

The income account for the year ending May 31, 1866, shows the gross earnings of all the lines of road operated by this Company, including the leased roads in Iowa, and twenty-three day's earnings of the Chicago and Milwaukee road, which was leased by this Company on the 8th of May, 1866, to have been

\$8,243,840.23

(Against \$6,820,749.75, the previous year, showing an increase of \$1,423,090.53 for the year on the same roads, excepting the 23 days' earnings of the Chicago & Milwaukee R. R., leased May 8, 1866.)

The operating expenses were 61 54-100 per cent of earnings.....\$5,072,959.34

State, county and town taxes..... 249,439.99

U. S. Gov't tax on earnings & rev. stamps..... 204,684.12

Total operating expenses for the year, including all taxes, 67 04-100 per cent. of earnings.....\$5,527,083.45

Net earnings over operating expenses and taxes for the year ending May 31, 1866..... \$2,716,756.83

Deduct following amounts paid and charged to income account during the year:

For interest on bonds and unfunded debt..... \$940,322.40

For sinking funds. 65,120.00

For dividend on Beloit and Madison stock outstanding Jan. 1, 1866..... 3,473.45

For rent of leased roads in Iowa... 518,521.82

\$1,527,437.67

Excess of earnings over operating expenses, interest, taxes, and sinking funds on bonds and rent of leased roads for year ending May 31, 1866.... \$1,189,319.16

Deduct amount of cash dividend of 3 and one-half per cent. paid on the preferred stock, June 20, 1865..... 447,135.33

And it leaves an excess of earnings for the year ending May 31, 1866, after deducting one dividend of 3½ per cent. on the preferred of..... \$742,183.83

A comparison of the balance sheet and income account herewith presented, dated May 31, 1866, with the balance sheet and income account in the last annual report of May 31, 1865, will show that during the fiscal year ending May 31, 1866, the—

Common stock was increased... \$13,980.00

(Issued in settlements and exchanges, in accordance with a plan of re-organization of 1859, and with terms of consolidation with Galena Company in June, 1864)

Preferred stock was increased... 24,336.00

(Issued in exchange for Beloit and Madison Railroad Company stock.)

Funded debt was increased..... 2,030,517.13

Excess of earnings for year, over operating expenses, interest and dividend, as above shown, was..... 742,183.83

\$2,811,016.96

A comparison of the same balance sheets and income accounts will show that during the year ending May 31, 1866, the

Amount charged to old construction, for exchanges of stock and settlements, in accordance with plan of organization of 1859, and with terms of consolidation with Galena Company in 1864, was..... \$208,653.27

Amount expended for new construction..... 439,731.10

Amount expended for new equipment..... 437,910.62

Decreased amount of unfunded debt (having been paid during the year)..... 548,247.59

Discount on securities..... 415,799.20

Increased amount of securities on hand..... 567,981.33

Increased amount of shop materials, and wood and coal on hand..... 192,693.85

\$2,811,016.96

STATEMENT FOR THE FISCAL YEAR ENDING MAY 31, 1867.

The gross earnings for the year ending May 31, 1867, of all the lines of road operated by this Company, including the leased roads in Iowa and the Chicago and Milwaukee railway, and including the earnings in the latter part of the year of some new roads opened in Iowa, were.....\$10,101,735.45

(The earnings of the Company for the previous year, ending May 31, 1866, were \$8,243,840.28, and the earnings of the Chicago and Milwaukee railway for the same year (before leased to this Company) were \$882,231.69, making together \$9,126,071.97, and

showing an increase of \$1,635,663.48 on the same roads for the year ending May 31, 1867, except as to the unimportant earnings of extended Iowa roads for a short period as above mentioned.)

The operating expenses were—66 17-100 per cent of gross earnings\$6,724,264.45

State, county, and town taxes..... 266,426.57

U. S. Government tax on earnings, and revenue stamps..... 113,301.18

Total operating expenses for year, including all taxes, 69 91-100 per cent. of gross earnings.....\$7,103,993.20

Net earnings over operating expenses and taxes for the year ending May 31, 1867.....\$3,057,742.25

Deduct following amounts paid, and charged to income account, during the year:

For interest on bonds and unfunded debt.....\$1,142,900.07

For interest on bonds of Chicago and Milwaukee Railway Company, and dividend on stock of said Company, in accordance with terms of lease.. 132,423.95

\$1,275,324.02

For sinking funds on bonds..... 59,120.00

For rent of leased roads in Iowa... 639,230.94

\$1,973,674.96

Excess of earnings over operating expenses, taxes, interest, and sinking funds on bonds and rent of leased roads for year ending May 31, 1867.....\$1,084,067.29

Deduct amount of dividend of 7 per cent., paid December, 1866, on the preferred stock of this Company, payable in preferred stock at par..... 982,000.00

And it leaves an excess of earnings for the year ending May 31, 1867, after deducting the amount of 7 per cent. dividend on preferred stock, of... \$102,067.29

The amount paid during the last fiscal year for interest on bonds includes six months' interest on the \$2,200,000.00 of 10 per cent. equipment bonds, issued for new equipment built and delivered during the winter and spring. And the amount paid for rent of leased roads includes rent paid on new portions of the road opened for business during the progress of construction through the State of Iowa. As the new equipment was not in use until after the heavy fall business, and just before the close of the fiscal year, and the new roads in Iowa earned but little until

finished through to the Missouri river, in the spring, these payments reduced the surplus to credit of income account for the year.

A comparison of the general balance-sheets and income accounts herewith, dated May 31, 1866, and May 31, 1867, will show that during the last fiscal year, ending May 31, 1867, the Common stock was increased... \$57,594.43

(Issued in settlements and exchanges in accordance with the plan of reorganization of 1859 and terms of consolidation of 1864.)

Preferred stock was increased... 1,770,069.63

To-wit: Amount issued in change for same amount of stock of the Chicago & Milwaukee Rail'd Company..... \$743,850.00

Amount issued in exchange for stock of Beloit & Madison R. R. Company..... 25,375.20

Amount of divid'd of 7 per cent. on preferred stock, paid in preferred stock at par..... 982,000.00

Amount issued in sundry settlements and exchanges of stock.. 18,814.43

Total.....\$1,770,069.63

Funded debt was increased by the issue of 10 per cent. equipment bonds during the year for new engines and cars 2,200,000.00

Unfunded debt was increased... 487,325.70

Excess of earnings for year, over operating expenses, interest, and dividend as above shown, was..... 102,067.29

Total.....\$4,976,057.05

A comparison of the same balance-sheets and income accounts will show that, during the fiscal year ending May 31, 1867, the

Amount charged to old construction, for exchange of stock and settlements, in accordance with plan of reorganization and terms of consolidation hereinafter mentioned, was..... \$193,229.14

Amount expended for new construction..... 501,116.20

Am't expended for new equipment..... 3,288,464.43

Discount on securities..... 117,831.05

Increased amount of securities on hand..... 720,883.33

Increased amount of shop materials, and wood and coal on hand..... 154,522.85

Total.....\$4,976,057.05

EXPENDITURES FOR NEW EQUIPMENT.

During the last two fiscal years the sum of \$3,726,375.10 has been expended for new equipment. A statement hereto attached will

show the number of locomotives and cars added during that time.

The absolute necessity for this expenditure to meet the demands of increased business on the different existing lines of our road, and to enable us to do the new business which was opened up by the completion of our Iowa line road to Omaha, on the Missouri river did not admit of the question or delay.

During the year ending May 31, 1866, means were provided from earnings and other sources to pay for the equipment added in that year; but during the last year, ending May 31, 1867, the amount needed for this purpose was so large, that the company issued \$2,200,000 of short Equipment bonds, drawing interest at 10 per cent. per annum, secured by a lien of \$2,750,000 of new equipment purchased and built during the year, \$550,000 of the cost price of such equipment having been paid by the Company and the whole left as security for the \$2,200,000 of bonds payable as follows, viz:

\$275,000.....	May 1, 1868
275,000.....	Nov. 1, 1868
275,000.....	May 1, 1869
275,000.....	Nov. 1, 1869
275,000.....	May 1, 1870
275,000.....	Nov. 1, 1870
275,000.....	May 1, 1871
275,000.....	Nov. 1, 1871

\$2,200,000

NEW CONSTRUCTION.

The expenditure for account of new construction during the last two fiscal years, amounts to \$940,847.30.

To accommodate the rapidly growing business of the Company, additional side tracks and enlarged and additional buildings were needed. More engine houses were required for the new locomotives and the commencement of the fencing and ballasting for the Iowa road could not be longer delayed.

The condition of the track, buildings, and equipment of the Galena roads, at the time of consolidation in June, 1864, was such as to require heavy renewals and repairs during the past three years, which have been charged to operating expenses; the track is much improved, and most of the equipment is now in first class order, giving better facilities for business, and increasing satisfaction to the public.

The approaching completion of our road to a connection with the Union Pacific Railroad, at Omaha, prompted the Board during the past winter and spring, in anticipation of increased traffic, to make some permanent improvements, and to add some additional equipment for the accommodation of such increase of business; and for that purpose to incur a temporary floating debt, in the expectation of promptly providing for it in the spring, from increased earnings resulting from such extension and connection with the Union Pacific Railroad.

INCIDENTAL EXPENDITURES.

Within the last two years the Company have issued and disposed of the residue of the \$2,500,000 of Consolidated Sinking Fund bonds which the mortgage provided, for equipment and construction purposes, and have also issued \$240,000 of similar bonds in substitution, under the terms of the mortgage, for other bonds which the Company held, or which it has redeemed and canceled, making outstanding on the 31st day of May, 1867, \$3,040,000 of said Consolidated Sinking Fund bonds; all of which are convertible into the

preferred stock of this Company, at par, at the option of the holder, at any time prior to the 1st of May, 1870.

THE WISCONSIN CONNECTION.

To form a more perfect and controllable connection between the Wisconsin and Peninsula divisions, this Company, during the past year, purchased, and now hold the entire stock of the Green Bay Transit Company; comprising the line of steam boats from Fort Howard to Escanaba.

Two beautiful steamers have since been purchased, the cost of which has been advanced to this Company. The total cost of the stock of the Green Bay Transit Company and advances made for new boats for said Company, is shown in the general balance-sheet of May 31, 1867, under the head of securities on hand.

These boats continue to be run under the chartered rights of the Green Bay Transit Company.

The amounts and issues of stock in settlements and exchanges, charged to old construction account in this and former reports, in accordance with the provisions of the plan of re-organization of February, 1859, and with the terms of consolidation with the Galena railroad in June, 1864, having now substantially complied with all the requirements of those contracts, but few, if any, further charges or issues of that character are now anticipated.

In December last, a dividend of 7 per cent. was made in preferred stock at par, to the holders of preferred stock of this Company, as appears in the accounts herewith presented.

In the report for 1865 it was announced that this Company had secured a majority of the stock and the control of the Chicago and Milwaukee Railway Company. Since that period this Company's ownership of stock has been increased to \$2,018,290, leaving but \$231,800 of the stock of that Company outstanding in the hands of other parties.

The bonded debt of the Chicago and Milwaukee Railway Company amounts to \$1,726,200, and the annual interest thereon to \$127,832, which this Company is to provide for.

The gross earnings of the Chicago and Milwaukee railway line for the past year (included in the gross earnings of this Company in this report,) were \$1,063,164.21 showing that on the basis of earnings as well as for the purpose of securing more perfect combinations and preventing undue competition, the purchase of this road was a desirable transaction to this Company.

THE IOWA CONNECTION.

At the time of publishing the report of this Company for 1865, important and delicate negotiations were in progress for the modification and improvement of the onerous provisions of the perpetual lease of the Cedar Rapids and Missouri River Railroad, then in process of construction, from Cedar Rapids to Council Bluffs, 271 miles, made by the Galena Railroad Company, before consolidation with this Company.

The negotiation resulted in important changes and modifications advantageous to all parties, and in the very rapid construction of that line of road to Council Bluffs, on the Missouri river, opposite Omaha, its point of connection with the Union Pacific Railroad.

The modified terms of rental were not all that could be desired, or all that would have been insisted upon, if the transaction had been an original one at the time with this Company; but they were a very great im-

provement upon and relief from the uncertain provisions of the then existing lease; and if our anticipations as to the earnings of this road per mile, in connection with the Union Pacific are realized, the lease will in future prove to be a material advantage to this Company.

THE UNION PACIFIC.

The great importance of our extension to and business relations with the Union Pacific Railroad, in connection with the rapid progress of that great national work, both at its eastern and western end, can scarcely be overrated.

Information to our stock and bondholders as to the progress and prospects of the Union Pacific road, and of the importance of our relations to it, can not be better communicated than by quoting from the report of that Company on the 15th of May last:

"During the working season of 1866, the Company completed 305 miles, all in the most thorough and substantial manner. Such rapidity of execution, it is believed, has never been equalled in any other work of the kind. Every preparation has been made by the Company for the prosecution of the work with even increased vigor during the present season. All necessary materials have been provided to complete the road to the base of the Rocky Mountains; and a very large quantity of them are now on the spot ready for use. Track-laying has been commenced, and is already progressing at the rate of two miles per day, giving assurance that the contractors will fulfill their agreement to complete the work to the foot of the Rocky Mountains by the 1st of September next.

"Arrangements are also made for the grading in advance of the heavier portions of the work in the Rocky Mountain section, so that the track-laying may then proceed nearly or quite as expeditiously as on the more level portions of the line.

"As the Central Pacific Railroad Company, at the California end, are prosecuting the work with great vigor and success, it is confidentially expected that the whole line will be completed in 1870.

"We will not venture upon any estimate of the amount of traffic which will press upon the entire line when completed to the Pacific. Our present experience renders it very obvious that the business of the uncompleted line will at every stage of its progress, yield a profitable return upon the investment.

"The public are already familiar with the great mineral resources of the mountainous portions of the country through which the road passes; but it is not so generally known that the great Plate Valley and Plains are good agricultural lands, capable of sustaining the mining districts from their surplus productions, indicating also in the future an exchange of products, of which the road will be the instrument.

"Some years ago, the amount from the East carried over the Plains by teams, a distance of over 600 miles, exceeded forty million pounds in one season; and since then, twenty-seven thousand teams, loaded for the West, left from only two points on the Missouri river, in one year. Three hundred and five miles (now 425) of this transit is now performed by the Union Pacific Railroad. The completion of the Cedar Rapids extension of the Chicago and Northwestern Railroad across Iowa in January last, connects this road at Omaha with Chicago, and with all the Eastern railroads, markets and seaboard, thereby affording greatly increased facilities for the

concentration of the entire overland traffic upon this route."

THE SIOUX CITY BRANCH.

The parties controlling the Sioux City Branch of the Union Pacific Railroad, to be constructed from Sioux City, situate on the east bank of the Missouri river in Iowa, and about 100 miles northerly of Omaha, to some point on the Union Pacific Railroad west of Omaha, have recently decided to construct that line of road from Sioux City down the east shore of the Missouri river some twenty-five miles, to a point about six miles west of St. John's Station on the Iowa line of road, and a connecting line of road from such point to St. John's Station is almost being built. The intention now is to complete this new line from our road at St. John's to Sioux City this year, and have it ready for business next spring. It will prove an important feeder, bringing us the business of the rich country it traverses, the growing traffic of Dakota and the Upper Missouri river, and will give some importance to Sioux City as a steamboat point of departure for the Fort Benton and Montana region.

Another line of railroad is also being now actively constructed from our present depot at Council Bluffs along down the valley of the Missouri river, on the Iowa side, to St. Joseph, Mo., the Western terminus of the Hannibal and St. Joseph railroad. About forty-five miles of this road, from Council Bluffs to a point opposite Nebraska City, the largest town in Nebraska, Omaha, perhaps, excepted, is already nearly or quite completed, and will be in full running connection with us this fall. This line and the line from St. John's to Sioux City, in connection with our own line along the valley of the Missouri, from St. John's to Council Bluffs, gives us the business at once of near 158 miles along the rich valley of the Missouri to add to the earnings of our main lines from Chicago to that great valley.

THE NORTHERN PACIFIC R. R. COMPANY,

incorporated by Congress for the construction of a line of road from Lake Superior to and along the valley of the Upper Missouri river, and through the rich mining regions of Montana and Idaho to the mouth of the Columbia river, with a branch to Puget's Sound has already received a grant of ten sections of land to the mile through the States, and twenty sections per mile through the Territories traversed by this line, amounting in all to over forty millions of acres. A great body of good agricultural, fine timbered, and rich mineral lands would be brought into use by the construction of this line, and the wealth and population which follow the liberal policy proposed by the Company for the prompt disposition of the lands to settlers upon them would, it is believed, serve rapidly to enrich that section of country.

The large fertile portions of the late Hudson Bay Company's possessions, lying upon the great Saskatchewan and Assiniboin rivers and in their vicinity, and the mining regions of the British possessions beyond, would also be made tributary to the Atlantic cities of the Union, and to all the avenues of communication, and trade connecting them therewith.

The Directors have stood between the stockholders, on the one hand, desiring dividends, and the people, on the other hand, clamoring for engines, cars and facilities to carry their produce to market. In view of the high cost of construction, and the depreciation of securities, under the competition of Government bonds, they have sought to con-

fine all new investments, as much as possible, to what would be immediately and largely reproductive. New equipment, where no additional outlay for permanent improvements was involved, has, for some years past, yielded annually more than half its cost in net earnings. Even if an amount equal to the cost of the equipment were to be invested in facilities incident to its use in new business, the annual return would still be a quarter of its cost. The effect of such additional equipment, if fully employed in new business at average rates, is to bring into productive use capacities hitherto unemployed of the permanent way, the cost of which includes more than three-fourths of the capital invested in the whole work.

The fruits of this policy have been thus far mainly gathered on the old lines of the Company, from which four-fifths of the increased earnings of the last two years have arisen, while the new lines have not been long enough in operation to mature the results confidently expected from them.

Through all the fluctuations in the market value of stocks, the Board of Directors of this Company have pursued the even tenor of their way, in a comprehensive policy, which has steadily built up the prosperity of the Company on a durable basis. They have never suffered its policy to be deflected or influenced by such causes; nor, on the other hand, have ever sought to influence the course of temporary prices, except as that result might come from the patient improvement of the intrinsic values of the property, and the increasing development of its productive capacities. In this connection, it may be proper to say to the stockholders and bondholders, in reference to the recent corporate election, that while the Board would have cheerfully surrendered the laborious trust which they have exercised to the wishes of the real proprietors, they felt it would have been a violation of duty not to resist the systematic and organized attempt to take possession of the official control of this great corporation by proxies, representing no real ownership, in disregard alike of the law and public policy, and destructive of the safety of all railroad investments.

It would be impossible for those who have been connected with this enterprise from its commencement, not to have acquired a strong interest in its remarkable growth, and in the still greater future which will develop, when the regions which it traverses shall come to be filled with many times their present population, and all the elements of local business shall be multiplied many fold. Its extension to Omaha, where it forms the earliest connection with the Pacific railroad, and an indispensable means to the rapid prosecution of that work, making a continuous line of 491 miles controlled by this Company, and, with the portion of the Pacific railroad now completed, a continuous line of 916 miles west of Chicago, on the way to California, invests the enterprise with continental character.

In the laborious administration to which the Direction have devoted so much time, attention, and effort, they have been sustained by a sense that they were engaged in an important public and national service, the results of which would survive all its workers, at the same time that those results would, it is believed, realize the expectations entertained of the work as a private and remunerative enterprise.

By order of the Board of Directors,
W. B. OGDEN, President.
New York, August, 1867.

LINE OF ROAD OWNED AND LEASED BY THE CHICAGO AND NORTHWESTERN RAILWAY COMPANY, MAY 31, 1867.

	Miles.	Miles.
Chicago to Clinton, Iowa.....	138.1	
Clinton to Council Bluffs (oppo site Omaha).....	352.9*	491.0
(Double track from Chicago to Junction, 30 miles.)		
Junction to Freeport.....		91.0
Elgin to Richmond.....		33.0
Belvidere to Madison.....		67.6
Rockford to Kenosha.....		72.4
Chicago to Milwaukee.....		83.5
Chicago to Fort Howard.....		242.4
Escanaba to Negaunee.....	62.0	
Branches & extensions to mines	9.5	
		71.5
Total number of miles.....		1,152.4

*Perpetually leased by this Company. All other lines owned by this Company, except the Chicago and Milwaukee, whose stock is owned by this Company.

STATEMENT OF LOCOMOTIVES AND CARS OF THE CHICAGO AND NORTHWESTERN RAILWAY COMPANY, MAY 31, 1867.

Locomotives.	Totals, May 31, '67.
First class.....	204
Second class and switching.....	44
Total number of locomotives...	248
Cars.	
Passenger cars—	
First class.....	112
Second class.....	21
Total No. of passenger cars....	133
Caboose and way cars.....	117
Baggage, mail and express cars..	101
Boarding cars for men.....	4
Freight cars—	
Box.....	3,554
Platform.....	901
Cattle.....	307
Coal.....	53
Total No. of freight cars.....	4,815
Iron ore cars.....	519
Total number of cars.....	5,689

Since the last report in 1865, the Company have added to their equipment, 94 locomotives and 2,459 cars.

GENERAL BALANCE-SHEET OF THE CHICAGO AND NORTHWESTERN RAILWAY COMPANY, MAY 31, 1867.

Dr.	
Old construction account—being cost of property in accordance with terms of consolidation..	\$25,272,814.39
New construction account—being amount expended since consolidation..	1,770,356.29
New equipment account—being amount expended since consolidation.....	4,828,399.50
Securities on hand.....	2,629,593.10
Shop materials & wood on hand	1,363,158.76
	\$45,864,322.04
Cr.	
Common stock...\$13,232,495.61	
Preferred stock... 14,789,125.42	
Funded debt..... 16,251,000.00	
Unfunded debt... 1,363,476.55	
Income account	
—balance to credit.....	468,224.46
	\$45,864,322.65

Deepest Coal Mine in England.

At a recent meeting of the Manchester Geological Society, Mr. Higginbottom, Jr., read a description of the Astley Deep Pit, near Ashton-under-Lyne. The new pit, which has recently been sunk to the Black Mine, on the Dukinfield estate, near Manchester, is of a total depth, from the surface of the ground to the bottom, of 686½ yards. The general diameter is 12ft, with the exception of a length in the middle, where it has been widened to 12½ft, to facilitate the passing of the chairs, excepting also a few yards of the pit bottom, where it gradually increases to 19ft, 2in. In sinking the pit itself 329,931 cube feet of material have been excavated, and 10,584 more have been cut out for mouthings. Of the total depth of the pit 211 yards have been sunk through rock, 443½ through shale, and the remaining 32 through seams of coals. Of these seams there are 26 of more than a foot in thickness, of which 15, with an aggregate thickness of 58½ft., have been worked at different places in the neighborhood, and may, therefore, be considered to have a present commercial value. The shaft, with the exception of 42 yards where it is tubbed with cast-iron segments, is walled with a 9 inch wall of arch bricks, stiffened at intervals by stone rings, 18in. on the bed and 12in. thick, of which there are 80. Altogether, 7,308 cube feet of stone 750,000 bricks have been used in the shaft, exclusive of those employed in the mouthings, &c. In sinking, water was met with at the following depths: At 181 yards from the surface 40 gallons per minute; at 240 yards, 35 gallons; at 358 yards, 52 gallons; at 413 yards, 33 gallons; and at 590 yards, 5 gallons,—making a total of 165 gallons per minute. This water is raised to the surface by means of seven lifts of plunger pumps; of these the four upper are 12in. diameter, and the three lower, 9, 7 and 6in. diameter; they have all a stroke of 8ft. The four heavy lifts average above 90 yards in length each, and are arranged alternately on opposite sides of the pump rods; each stroke of the pump raises 39 gallons, and consequently the engine has to run at an average speed of 4½ strokes per minute for the 24 hours. At full speed the engine would make from eight to nine strokes per minute. The pump trees are 13in. internal diameter, and are for the most part of wrought iron, the plates of which they are made increase somewhat in strength towards the bottom of the lifts. The total weight of the pumping-rods, joint-plates, clumps, bolts, plunger-poles, &c., is 85 tons; of this weight 40 tons are balanced at the pit top by a loaded balance-beam, the remaining 45 tons being sufficient to overcome the weight of the column of water and the friction of the plunger-poles, &c. The pumping apparatus occupies in the pit an area of 20 square feet, having 84 square feet for winding.

The conducting rods are of pitch pine, attached to bearers of the same wood, which are supported on cast-iron boxes let into the walling of the pit. The horse trees are also for the most part of pitch pine, as are the pump rods, which are 15in. square at the top, diminish gradually downward to 10in. The total amount of timber used in the pit is 5,882 feet. The pumps are worked by a side lever Cornish engine, with a 70in. cylinder, 8ft. stroke. The steam is supplied by three boilers, 34ft. long, 6ft. 6in. diameter, with an ordinary working pressure of steam of 12 pounds to the square inch. The winding engine cylinder is 60in. diameter, with a stroke

of 7 feet. The winding-drums are 24ft. 2½in. in diameter, and the whole weight of crank, crank-axle, and drums is 53 tons. To one of the winding-drums a brake-drum is attached, which is acted on by a steam brake of great power. Besides the winding drums there is on the main shaft a balance-weight drum of 6ft. 8in. in diameter, to which is attached a balance-weight of 5 tons. The engine is capable of running 25 strokes in the minute, and consequently of raising the load in the pit at the rate of about 21 miles an hour. Allowing for the time lost in hooking on and taking off, the engine is able to raise 600 tons of coal in 10 hours. The winding ropes are of wire, 4½in. broad by 1½in. thick at the top, tapering downwards to 3½in. broad by ¾in. thick. They weigh 4½ tons each, and the breaking strain at the thin end is 30 tons, the actual working load 3½ tons, which is made up as follows: The chair, which is constructed to carry four double-load tubs, and weighs 16cwt., four tubs which weigh 17cwt., and the coal weighing 32cwt., making in all 65cwt. The winding ropes pass over pulleys 15ft. in diameter, which are supported by the head gear at a height of 50ft. above the landing stage.

Besides the engines described, which were erected by Messrs. Fairbairn, of Manchester, there is on the ground a high-pressure capstan engine of 30 horse power, by Messrs. Dukinfield. There are now 11 boilers actually in use, and room in the boiler-house for two more boilers. There are seven lifts in the pit, all being rams, the longest lift being 150 yards. There is also a small low-pressure engine, which drives a circular saw and drilling and punching machines, and supplies generally the power required in the workshops. The workings are aired by the assistance of a dumb-drift, which is driven up from a counter level to No. 2 shaft, rising 2ft. to the yard. The dumb-drift is 10ft. in diameter, which forms an area of 78½sq. ft., and enters the upcast shaft at 600 yards from the surface; the furnace-drift is 25 yards from the pit bottom, being 61½ yards below the dumb-drift. Careful observations, made during the sinking of the pit, have shown that the temperature of the strata increases with tolerable regularity from 51° at a depth of 6 yards, to 75¼° at a depth of 686½ yards.

The temperature on the pit top, May 28, 1867, at 11 o'clock, A. M., was 58°, at the bottom, 64°; variation, 6°; in the return air roads, when the air has passed round the workings, and done all its work previous to making its exit into dumb-drift, is 71°; variation from pit bottom, 7°. The remaining 205 yards have been sunk by the Dunkirk Coal Company.

We have now an incline at work at the bottom of Astley Pit, which is 250 yards down, lying at an angle of 1 foot to the yard, making a total perpendicular depth from the surface to the lowest point, 770 yards—*London Mining Journal*.

AMERICAN CENTRAL RAILROAD.—The Fort Wayne (Ind.) Democrat says:

Hon. John Thompson has succeeded in raising £1,600,000 toward the construction of the American Central Railway, running from Omaha to this city, commonly called the "Sundown Railway." This piece of news will be received with gratification by many friends along the line of the proposed road. This road will greatly aid to build up our thriving little city, and we hope it may be completed at an early day.

PITTSBURG, FORT WAYNE & CHICAGO R. R.—The *Tribune* furnishes the following severe criticisms on this road. It says:

The Pittsburg, Fort Wayne & Chicago Road publishes its profits for 8 months at \$1,290,743 Estimate for 4 months..... 950,000

Probable increase..... \$2,210,733
Less interest..... \$870,361
Less Sinking Fund.... 118,678
Less 10 per cent. on stock..... 1,134,300
Less U. S. tax on dividend..... 55,670— \$2,179,009

Probable surplus..... \$61,734
If the Company pay the Cleveland and Pittsburg as much as last year, \$209,048, there will be a deficit to pay interest of \$147,314. During the year the Company is understood to have sold \$1,500,000 of stock at 80 per cent., giving \$1,200,000 for the payment of floating debt and new work. It is very evident that the ten per cent. distributed and the tithe of dividends comes in part from borrowed money. Then forced dividends are commenced at the instigation of gamblers in the stock, and the managers of the road do not appear to have moral courage enough to reduce them to the actual earnings. The August earnings compare as follows since 1864, the speculative year:

1864.....\$625,547 1865.....\$718,046
1866..... 648,200 1867..... 602,069
Decrease as compared with 1864.....\$23,478
Decrease as compared with 1865.....116,977

IMPORTANT RAILWAY CONSOLIDATION.—The fact has already been announced in our telegraphic dispatches that the articles of consolidation made on the 28th of June between the Columbus & Indianapolis Central Railway Company, the Union & Logansport Railroad Company, and the Toledo, Logansport & Burlington Railway Company, were filed with the Secretary of State on Tuesday, September 10. The consolidated Company is to be known as the Columbus & Indianapolis Central Railway Company, and the directors shall consist of eleven members, three of whom shall reside in the State of New York, two in Pennsylvania, four in Ohio, and two in Indiana. The capital stock is nine millions of dollars, to be divided into shares of fifty dollars each. The stockholders of the Union and Logansport Railroad Company shall each be entitled to \$100 of the stock of the Columbus and Indiana Central Railway Company for each \$100 of stock held by them in the said Union and Logansport Railroad Company. The preferred stockholders of the Toledo, Logansport and Burlington Railway Company shall each be entitled to \$135, and stockholders not preferred \$50 in the new Company for each \$100 in the Toledo, Logansport and Burlington Railway Company. The stockholders of the Columbus and Indianapolis Central Railway Company shall each be entitled to \$100 stock in the consolidated Company for each \$100 in the C. & I. C. Railway Company, and in addition shall be entitled to an increase of fifty per cent., either in form of income bonds or stock. The articles of consolidation were signed by the Directors of the respective Companies.—*Cincinnati Gazette*.

Fourteen miles of the Kansas City & Neosho Valley Railroad, has been graded and is now ready for the ties. The iron has been contracted for in New York, and will begin to be delivered at an early day.

MONETARY AND COMMERCIAL.

There has been no material change in the money market since our last week's issue. The demand for money is good, but not urgent and pressing, as would naturally be the case during an active business season. Were trading more active than it is, the market for discount would no doubt be close and stringent. The continued hot weather, combined with the drouth, has left scarcely a vestige of pasturage, and feeding has to be resorted to. Corn is ripened but not developed, and the yield will not be over half a crop. The two combined must necessarily reduce the shipping surplus of small grain as well as other articles of produce. Rates of discount are unchanged, being from 8 to 10 per cent. to customers.

The demand for exchange is more active and the market is firm. The regular quotations are as follows:

	Buying.	Selling.
New York.....	par	50c prem.
Philadelphia.....	par	50c prem.
Boston.....	par	50c prem.
Gold.....	143½@145	145½
Silver.....	133½@136½	138

The New York gold market has been strong all the week and prices have been well sustained. The daily fluctuations:

	Opening.	Highest.	Lowest.	Closing
Sept. 11.....	144½	144½	144½	145½
" 12.....	146	146½	145½	145½
" 13.....	145½	145½	144½	144½
" 14.....	144½	144½	144½	144½
" 15.....	144½	144½	144½	144½
" 16.....	144½	144½	144½	144½
" 17.....	144½	144½	144½	144½
" 18.....	144½	145½	144½	145½

There are a great many causes assigned for the advance in gold, among others are the following:

1. The largeness of the current imports, the receipts at New York for the last three months having reached \$108,000,000. 2. The unusually large trade balance (estimated at \$60,000,000) standing against us. 3. The possibility that European complications may suddenly call for a remittance of a portion of this balance. 4. The apprehensions excited by the conflict of policy between the President and Congress. 5. The advocacy of an expansion of the currency by prominent politicians. 6. The anticipation of large amounts of coin becoming payable to foreigners upon account of November and January coupons, the maturing of the bonds of 1867 on January 1st, and the payment of the purchase money for Russian America, and of the doubt entertained in some quarters whether, upon the completion of the funding of the short debt into gold bearing bonds, the customs revenue may be relied upon as sufficient to pay the interest upon the debt without the Government being a purchaser of coin.

The condition of the New York market is shown by the following from the *Tribune*:

Money on call is 6 per cent. for new business, and old loans have been generally advanced. In many cases 7 per cent has been paid. Commercial paper sells at 6½@7 when first class.

Government stocks are steady with a moderate business. State stocks are barely sustained. In Railroad bonds little doing. The miscellaneous shares are sparingly dealt in, and hardly enough done to make quota-

tions. Pacific mail is lower, and sold at 110½. The Railway share market is not strong, and there is no support, except that given by cliques holding large amounts for which they are seeking a market. The advance in the rate of interest, and the increasing belief that higher rates and renewed activity are impending deter fresh buying. After the call the market was dull. At the Second Board the market was lower and heavy. After the call the market was dull and heavy, and closed dull at quotations: New York Central, 107½@107½; Erie, 68@68½; Reading, 102½@102½; Michigan Southern, 79½@79½; North-Western, common, 43½@43½; North-Western, preferred, 68½@68½; Rock Island, 102½@102½.

FURTHER RAILROAD CONSOLIDATIONS.—It is now positively asserted that the sale, or more properly speaking, lease of the St. Louis, Alton & Terre Haute Railroad has been effected. The contracting party of the second parties, we understand, composed of all the several railroad companies who made the first overtures, except the Pennsylvania Central. They did not, it is said, secure the Terre Haute & Richmond Railroad, as desired, and consequently, to continue the connection eastward, will build a road from Terre Haute, the route for which is being already surveyed. Representatives of the several roads that are parties to the contract were in Litchfield on Wednesday last, and gave assurance that no change would be made in the officers in consequence of the lease.—*Union Monitor* Sept 6th.

Auction Sale.

3 LOCOMOTIVES,

4-8 1-2 GAUGE,

At Monument Foundry, Baltimore, Md.,

Thursday 12 M, Oct. 17, 1867.

No. 1.—Engine and Tender complete. Cylinders 15x20 Link Motion. 4-56 in. Drivers connected. Copper Flues. Weight about 23 tons. Tender 8 wheeled. Capacity, 1,800 gallons.

No. 2.—Engine and Tender complete. Cylinders 15x20, Hook Motion. 4-66 in. Drivers connected. Copper Flues. Weight about 23 tons. Tender, 8 wheeled.

Both the above, thoroughly REBUILT by one of the best makers, and ready for immediate use.

No. 3.—Without Tender, as it stands without repairs. Cylinders 18x22. 8-41 in. Drivers connected. Weight about 33 tons.

These Engines or any of them are offered at PRIVATE SALE at low figures, subject to inspection, any time prior to date above mentioned, on which day, unless so disposed of, they will be POSITIVELY SOLD AT AUCTION to the highest bidder, on account of whom it may concern.

For further particulars, address

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BOOKS & STATIONERY AT LOWEST PRICES.

BLANK BOOKS,

Of any desired pattern made to order promptly.

Particular attention paid to BLANK BOOKS and BLANK WORK for

RAILROADS,

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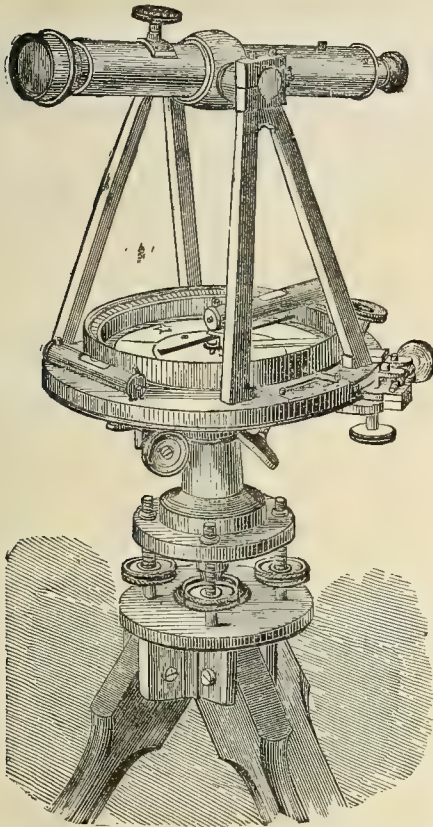
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**ENGINEER'S
TRANSITS, LEVELS,
Leveling Rods, Chains, etc.**



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Manufacturers
67 West Sixth St.
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Jan 24 '67, 3mp

JOHN BLAKELEY,
DEALER IN

WOOL & COTTON WASTE,

FOR RAILROAD & STEAMBOAT USE,

STEAM PACKING, ETC.

No. 233 Church Street,

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. For Tickets over 2 3/4 inches in width.

SIZE NO.	NO. OF FORMS.	PRICES.	SIZE NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

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167 Walnut St., Cincinnati, O

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SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class work we are now producing

Bulletin Boards,

STRETCHERS,

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CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

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AND ALL WORK INCIDENT TO RAILROAD OFFICES,

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Late Master Car Builder C.H.&D.&D.M.

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L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., Indianapolis
[Aug. 2, 1866]

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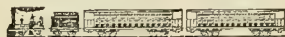
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—VIA—

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The Night Express will run as follows:

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLION	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

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DIRECT CONNECTIONS } At Salamanca with Erie Railway.
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Provided for all Night Trains, and Smoking Cars for
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Ample time is allowed, at all hours,
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No effort will be spared by the Company to render a trip
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CONNECTIONS ARE CERTAIN!

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Apply in Cincinnati at New Depot of Cincinnati, Hamilton
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and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SHATTUC, Gen'l Ticket Agt. I. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:40 p. m.

Passengers by this route save 60 to 120 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers from the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night.

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 7:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:40 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

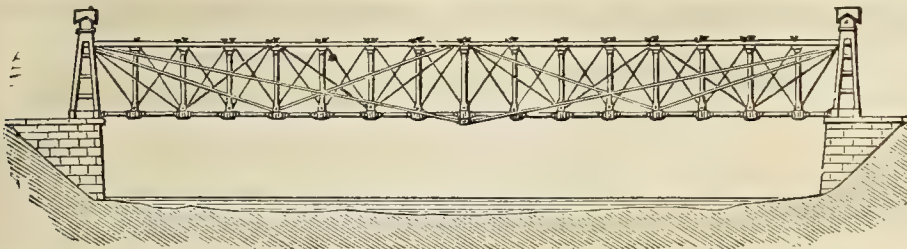
Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.
F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enable us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article pertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburgh without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburgh, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
myll Pittsburgh, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

Bridges and Trucks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore on the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 *lower than the cost by any other line*, as recently charged; and at rate to Baltimore being \$1.50 *lower than recently charged by way of Harrisburg.*

This is the **ONLY ROUTE** by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, *Master Transportation, Baltimore*
J. H. SULLIVAN, *Gen. Wagon Agent, Baltimore*
L. M. COLE, *Gen. Ticket Agent, Baltimore.*

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 10 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo		
and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo		
and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special		
Train.....	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.

Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by CINCINNATI Time.

For all information and through tickets, please apply the Ticket Office, corner of Vine and Baker streets, Equiur Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. CRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:36 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the **RIGHT TICKET OFFICE** before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front-street where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—from 1½ to 24 inches in diameter, and branches, for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted); 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 6.30 P. M.

The Railroad Record.

H. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, SEPTEMBER 26, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

Railroad Connections—Through Cincinnati.

We have so frequently referred to this subject in our paper that our readers abroad, who have no interest in the prosperity and welfare of Cincinnati, may justly charge us with continually "harping on my daughter;" but the vast importance of the subject to the present and future welfare of the city must, to them, be our only apology.

Those who have watched our course on this subject for the last twelve or fourteen years are well aware that we have ever advocated a direct connection of the railroads centering in Cincinnati as absolutely necessary to the prosperity of the city, as well as of the roads; but that we have opposed the connection between the East and West lines through Front street, or any other thoroughfare of the city that has necessarily to be used for ordinary traffic. A connection thus formed would be a continual nuisance not only to the citizens, but to the roads themselves—a source of constant quar-

rels, conflicts and litigation with all who have occasion to cross their pathway, as well as open up for litigation the endless question of constructive damages to property on the line of the route traversed. It would involve the necessity of employing a large force of flagmen stationed at every crossing, the daily and nightly salaries of whom would form a large item of expense to be added to the cost of transportation, and would represent the interest on a capital that would go far towards constructing a system of through connections that would be free from these serious objections.

Whatever connection is formed should be open at all times, and not confined to specified hours of night or day, so that on the arrival of trains the transfer can be made at once, without delay, and without the costly use of horse power. No other connection will meet the wants of the roads, or be any material advantage over the present wretched system.

We take it for granted that it is really to the interest of *all* the roads to have this through connection. That some of the roads may want it one way, and some another, we have shown before; this is natural, for each road has its own fixed locality, and if it can force the others to come to its depot, the tariff, to them, would be governed only by the extreme point of endurance. It is not the interest of Cincinnati to thus aggrandise any one road to the detriment of others—whatever is done, should be for the general good.

It is claimed by some, and with a sort of

showing that at first sight might appear plausible, that the through connection is wanted *only* for the benefit of the Little Miami; and the question is asked why should Cincinnati put herself out of the way to accommodate any one railroad when we have so many? This is an error, as we will show before we are through. All are alike interested in having a free and uninterrupted interchange of freight and passengers. The Little Miami *can* and *does* pass around Cincinnati with a large share of through business; and if our citizens deem it desirable, it *can*, at a very limited cost of construction, pass around the city with the balance. We take it for granted, however, that the fact is palpable that the mass of citizens do not desire it, and would deem it a great misfortune to the city if the road should be compelled, in self-defense, to so construct their track.

What, then, is the most feasible plan? Why, that which will present the least possible number of objections, will best accommodate the roads, at the least possible cost, and with the smallest amount of injury to property or detriment to the traffic of the streets. All these we claim as the prominent features of a through connection by TUNNEL under Sixth street. Sixth street being the shortest axial line across the city, and presenting less obstacles, and having more advantages than any other route.

To more readily convey our views we have prepared the following map of a section of the city, by which the reader can at a glance see the feasibility of the project.

The connection, it will be seen, is proposed to be formed by a trunk TUNNEL with double track, commencing immediately East of Broadway and passing the entire length of Sixth street. The West end of the tunnel would be at the rise of ground immediately East of the present location of the C. H. & D. Depot. A grand central depot can be made in the Sixth street Market space with the addition of the two squares immediately South of it between Sixth and Longworth streets.

Or, if the central location of the Depot is not to be regarded of any great moment, then by the same plan can the connection be made for a Union Depot in the Mill Creek Bottom, where land is at present of but very limited value.

We said above that before we got through we would show the importance to *all* the



roads centering in this city that this through connection should be made; if the stand-still policy is to be adopted our task would be a hard one; and we should recommend fencing in the town and protecting it from the weather by a roof. The time has come when the lethargy of the past relative to improving the city and increasing its facilities for business should give place to action, which only needs to be directed into proper channels to bring about the result.

First, there is the great enterprise of a direct

SOUTHERN RAILROAD,

a project, the construction of which the interests of Cincinnati can not much longer afford to delay. To this, however, we referred at length in our issue of last week, when we proposed a simple and most efficient plan for its construction. At present the Kentucky Central being merely a local road, it makes but little difference to it, or the other roads whether this connection through the city is made or not; but when the Kentucky Central shall form a portion of the trunk line to the South it would be different—all would justly want the benefit of the Southern trade. The connection with this great Southern artery could be made in two ways. *First*, as we proposed a few weeks ago, by an elevated roadway on the present suspension bridge, crossing the traveled streets of the city near the river by bridges, the same as Water street is now crossed, until arriving at the proper elevation, say between Pearl and Third streets, the train would then disappear in a Tunnel connecting with the main Tunnel under Sixth street. This plan is practicable and not as costly as might be supposed; and but little business property would be occupied to its serious injury. *Second*—and perhaps better, would be for a connection by a bridge across the river above the Water Works, and the approach to the Tunnel to be by the same track as that proposed for the Little Miami.

Again, there are other roads, which it is not necessary here to enumerate, projected and in process of construction that must soon seek an entrance to the city, and that will also want equal facilities to transact their business. Hence, we believe, that what is known as the "Tunnel entrance" will in time have to be completed. When this is done, the roads coming in by this route can as readily make use of the proposed connection, as can the Little Miami, or the Southern road.

COST.

This is the vital question of the whole matter—what will it cost? The size of the Tunnel would have to be twenty-five feet wide by nineteen or twenty feet high, with a substantial brick, or what would be better, stone arch. The length of the main Tunnel would be 6,500 feet, and in our issue of July 19, 1855, we gave the estimates of an engineer as to the cost of masonry in its construction at \$50 per

foot, or a total of \$325,000. This would at the present time probably be double that amount, or \$650,000. In making the estimate no account was taken of excavation, for at the time it was supposed that the gravel would sell for enough to pay the cost of digging. Or the city can make profitable use of it in grading and improving Mill Creek Bottom, and adapting it to the growing necessities of the city.

WHO TO PAY THE COST.

The city should pay for the construction of the Tunnel itself, and the approaches by the particular roads for whose benefit they are made, while the cost of the Depot should be borne by all the roads, *pro rata* with the number of miles operated by each.

In conclusion, we remark that in the contest of life it is with cities and nations as with men—there is no such thing as stand still—the very moment this stage of our existence is reached, decay begins. If Cincinnati desires to continue to occupy her proud position, she must comply with the law of progress; or if not, she will as surely have to submit to the natural laws of decay and retrogression. It is not for the present moment only, that the authorities of the city are called upon to act, it is more especially with reference to the future. The nation is to-day spending treasure equivalent to between *fifty and one hundred thousand dollars per day* to open avenues of commerce between the Pacific and the Atlantic States, and all the great East and West lines of communication are shaping their roads to form links in these great arteries of commerce. As matters now stand, Cincinnati is left out of this pathway, and the bulk of traffic will pass by her. The unthinking may urge, what good would it do Cincinnati if *all* the traffic of the Atlantic and Pacific States should pass through the city and over our roads, if it did not stop here? We answer that transient traffic always follows the general course of trade, and while that which is really through business goes through the city, some of the accompanying traffic will find a legitimate lodging place with us—new business will be created, and roads that would languish with only the local traffic of the city will become strong with the addition of through trade, and be enabled to discriminate in favor of the city, instead of its being to their interest to carry all trade around us to other more liberal marts.

Receipts of the Western Union Railroad Company, for the week ending September 21:

	1867.	1866.	Inc.	Dec.
Freight...	\$26,663 36	\$16,959 52	\$9,703 84	.....
Passengers	4,098 03	3,94 72	152 31	.....
Express and Tel.	321 00	250 00	70 00	.....
Mail	375 00	379 91	.....	4 91
Totals.....	\$31,456 39	\$21,535 15	\$9,926 15	
Decrease.....			4 91	
Total Increase			\$9,921 24	
Receipts from January 1, to Sept. 21.				
1866.....			\$359 605 74	
1867.....			433,005 57	
Decrease.....			\$ 76,000 17	

Land Survey of the United States; Development of the Mineral Region.

The annual report (Mr. WILSON) contains a great deal of matter not usually put in the report, and of great interest. It is of interest to the railroad interest in particular, as exhibiting the progress of the settlements westward; and the support which may be expected for our railroads as they proceed West.

A brief summary of results is as follows:

1. Excluding all the old States and lands surveyed prior to 1790, and including the extension of our territorial limits to the Pacific and the Gulf of Mexico, the *whole area* of public lands at the present time, is 1,465,468,800 acres, with a sea coast on the Atlantic, the Gulf, Pacific and Puget Sound, of 5,120 miles.

Excluding all the territory in the old States, and the States such as Vermont, Kentucky and Tennessee, formed out of them, and the public lands at the Peace of 1783, contained 354,000 square miles, or 226,560,000 acres. The whole of this area has been surveyed, and the Field States recorded. This of itself is a magnificent work, fixing the titles, at the average size of farms held by each family, at not less than *two millions five hundred thousand farms!* But, since then we have acquired Louisiana, Texas, Florida, California, New Mexico, &c., &c. By this process the public lands have been increased to nearly seven times their original area. The system of surveys, beginning in Ohio, has now extended through, or into eighteen States and eight Territories. Of the whole 1,465,468,800 acres, 474,160,551, have been surveyed, leaving 991,308,249, unsurveyed. Thus, two-thirds of our imperial domain are yet a wilderness. The aggregate in *miles* run on the earth's surface is 778,420.

Some idea of the direction and amount of settlements may be formed, from a glance at the districts in which surveys were made in the past year.

In *Minnesota* 509,743 acres, nearly half of which is south of the Minnesota, on the Indian lands. Of this, 400,000 acres are to be appraised and sold for the benefit of the Indians.

In *Dakota*, 115,000 acres of the Sioux, or Dakota Indian lands, west of Big Stone Lake.

In *Montana* no lands have been surveyed, in consequence of Indian disturbances.

In *Kansas and Nebraska*, all lands have been surveyed, required by previous statistics. In these Districts, the report speaks of a great immigration, in excess of previous years. The advancing columns are supplied with means, stock, and implements for the establishment of permanent and substantial homes. This is the direct consequence of railroads in those new States. Government has allowed the Union Pacific Eastern Division to go up the Smoky Hill Fork, and its surveys are now in progress, on the route to Santa Fe. In a short time we shall have a

railroad through Kansas and New Mexico, till it strikes the Colorado River. On the Union Pacific Railroad (Nebraska), 460 miles are completed, and soon the locomotive will ascend the eastern slope of the Black Hills, and the Rocky Mountains. On these two grand routes the tide of immigration will flow, till even the mountains and canons will rejoice in the sun of human prosperity.

In *Colorado*, 429,930 acres were surveyed last year. All who have read anything of the Rocky Mountains have heard of the "Parks," a very interesting series of plateaus among the Mountains. It is certainly curious, if not wonderful, that already these wild "Parks" are in demand for settlements. The Commissioner of the Land Office says:

The South park of the Rocky Mountains contains about 350,000 acres of arable land, and the richest placer diggings.

Residents are urging the necessity of establishing there the public lines, representing that a very large portion would be sold to actual settlers. As this locality is disconnected from the existing standard lines, and forty miles of rough mountain country separates it from those lines, the surveyor general suggests on the score of economy, the establishment in the park of an independent base line for that part of Colorado.

In the Middle park it is reported that ten miles of the extension of the base line already established to the summit of the mountains will bring it to the head of the park. The wagon road over the range of mountains separating the agricultural regions of the western slope from the mining of the eastern has been completed, which with the overland road makes a passable wagon route from Denver to Salt Lake City, a distance of one hundred and fifty miles shorter than the former route.

The completion of this road to the Grand river it is believed will lead to the immediate occupation of the agricultural lands of the Middle park, and the valleys of the Grand, White, and Bear rivers.

In *New Mexico*, no surveys have been made in the past year, on account of the hostility of the Indians.

In *Arizona*, the surveyor general is instructed to establish and survey base and meridian lines, embracing settlements, the Indians having prevented anything more. Of the resources of that country the report says:

The mineral and agricultural resources of Arizona, it is reported, are largely developed, several quartz mills being in operation in the vicinity of Prescott, and copper mines found on Bill Williams river, near the Colorado of the West.

Idaho. Nothing is done but authorizing a surveyor general. It is very remote from the Land Office centres.

Utah. No surveys have been made in this territory since 1857, attributed to the anomalous state of affairs there.

In *Washington*, nearly 200,000 acres have been surveyed in the last year, and 3,500,000 acres in all.

In *Oregon*, 281,320 acres have been surveyed in the year past, and 5,730,000 acres

in all. The Commissioner says, the population of this State has increased 20,000 annually, and settlements have advanced to many points beyond the surveys.

In *Nevada*, 276,712 acres were surveyed in the past year, in this great mineral State. The 4th Standard parallel North has been extended one hundred and fifty miles East, from the Great Bend of the Trachee along the route of the Pacific Railroad. It passes between Carson and Humboldt Lakes, and then we behold that great, and long mysterious region, opening up to civilization.

In *California*, were surveyed in the last year 477,600 acres, and in all 27,680,685. The disposition made of the public lands in the last year, the Commissioner gives the following clear statement:

	Acres.
The public lands, as shown in the foregoing, are found, on revised data, to contain.....	1,465,468,800
From the beginning of the system to the end of the last fiscal year, it appears that the aggregate area surveyed is equal to.....	474,160,551
Leaving unsurveyed.....	991,308,249

The surface covered by actual survey embraces less than one-third of the area of the public domain.

The tracing and establishing of meridians, bases, townships, sectional and subdivisional lines over the aforesaid surveyed surface, it is ascertained, involved the necessity of actually running and marking lines, in the aggregate, equal to 788,426 lineal miles.

	Acres.
During the fiscal year ending June 30, 1866, the total cash sales embraced.....	388,294.15
The aggregate of military bounty land warrant locations.....	403,180.00
The total quantity taken by homestead for actual settlement, under acts of 1862 and 1864...	1,892,516.86

In the same period there were approved swamps "in place" to several States as grantees, under acts 1849 and 1850.....1,082,308.30
And selected as swamp indemnity.. 117,349 97

Making a total of swamp lands or their equivalents, confirmed to States, of.....1,199,658.27

In the same fiscal year, titles under railroad grants have been vested in certain States for the quantity of..... 94,596.99
Agricultural and mechanic college land scrip issued under act of 1862, has been located by the assignees of certain non-landholding States, equal in the aggregate to..... 651,066.60

Making a total of public lands disposed of during the year ending June 30, 1866, of..... 4,629,312 87

From this statement we have the extraordinary fact, that only about *one-twelfth* the amount of public lands disposed of were sold.

It is probable, the sales hardly pay expenses. We may theorize as we please; but, we are practically giving away the public lands, and establishing a system of *agrarianism*, to bribe immigration with.

Of the grants to railroads, wagon roads, and canals, and agricultural colleges, we shall hereafter give an account. In the meanwhile, let us look at the mineral development. Here again, we are astonished at the rapid evolution of the precious minerals in that great country which lies in the mountains.

The Surveyor General of Colorado says:

In my last year's report I mentioned the fact that all the gold-bearing ores of Colorado were ores of copper. I now have the pleasure to report the discovery of extensive veins of copper ore, independent of the gold mines and richer in copper. The development of this new series of mines is yet confined to the valley of Bear creek, about thirty miles southwest of Denver; but the indications are that there is a continuous belt of these veins running through the foot-hills, parallel with the belt of gold-bearing lodes. In these veins gray copper ore has been found, which analyzes sixty per cent. of copper, while others show a sulphuret ore which varies from ten to thirty per cent. copper. Enough of these veins have already been found to place it beyond a doubt that copper mining will become one of the great interests of this country whenever a railroad makes such mining possible.

Of *SILVER* he says:

In my last report I mentioned the discovery of apparently rich silver mines near the head of the south branch of Clear creek. During the year explorations by miners have been prosecuted with much vigor, and the limits of this silver district have been greatly enlarged, rich discoveries having been made on the head waters of the Platte, the Snake, and Swan rivers. The ores found belong to almost every known variety, the most common perhaps being argentiferous galena, containing from forty to a thousand dollars to the ton. The black sulphuret of silver is common, and what is known as ruby silver is found in some veins, yielding by assay over sixty per cent of silver. Antimonial silver is also found.

Of *GOLD* he says:

No new discoveries of gold have been made this year in new districts; but thousands of new veins have been discovered in the older districts, and much has been done towards the development of the old veins. Lode mining is confined to two districts—the one stretching along the eastern slope of the mountains, from the head waters of North Boulder to Clear creek or Vasques Fork; and the other is confined to the head waters of the South Platte around the towns of Montgomery, Laurette, and Breckinridge. All through the whole belt of gold-bearing lodes, extending from Long's Peak to the Arkansas river and beyond, rich gold veins have been discovered and opened, yet the mills for reducing ores are all in the two districts named. Within a radius of five miles around Central City there are eighty large mills for reducing the gold-bearing rock, varying in form according to the process adopted by the owners.

The Surveyor General of New Mexico says: Some progress has been made during the

past year in the development of the mineral wealth of this district, notwithstanding the continued hostility of the Indians. The New Mexican Mining Company, at Old Placer, near Santa Fe, have resumed operations with new and improved machinery. Messrs. Elsborg and Amberg have on the way from the States, machinery intended for the working of the mines at Pinos Altos. A company has been organized to work the mines south of the Old Placer, about forty miles from Santa Fe, and it is understood that arrangements are being made to bring out machinery during the current year.

Arizona, too, in the presence of an Indian war, which has been carried to every hamlet within the Territory, has made progress in the development of her mineral and agricultural resources. Several quartz mills are in operation in the neighborhood of Prescott. Copper mines, near the Colorado, on Bill Williams river, are being worked, and a large amount of ore has been shipped for reduction to Swansea and to San Francisco. This is found much more profitable than erecting works upon the ground for the reduction of these ores, labor, fuel, and all material required being so much cheaper at the places above mentioned.

No more examples are necessary to show the steady and vast development of the precious metals, in all our mountain States. The present production of gold and silver is over one hundred millions of dollars per annum, and is rapidly increasing. There is no reason to believe this production will be diminished in many years; for this gold and silver is the result of certain geological elements and formations, which for any thing we can see, extends through the whole continent of North and South America, following the line of the Andes and Rocky Mountains, and spreading out three or four hundreds of miles in breadth. Since the art of reducing the rocks has been applied to mining, it seems as if the very mountains themselves must be exhausted, before the production of gold and silver is exhausted.

The St. Louis and Iron Mountain Railway is under contract for an extension to connect with the Mobile and Ohio Road at Columbus, Ky. By adopting the same gauge, a line of transit will be open at all seasons for the vast commerce of the Mississippi Valley. The line passes through the great iron and tin Mountains of Missouri, a region remarkable for its rich and varied mineral deposits, and which already afford a unique, permanent, and profitable traffic. An enormous trade also concentrates at or near the mouth of the Ohio, employing numbers of large steamers, and giving heavy traffic to the Illinois Central and the Mobile and Ohio Railroads. St. Louis has now a population of 220,000, and is the principal point of trade west of New York for the Southern States.

The Western Railroad of Massachusetts, now that it has a Boston terminus and a new administration, is putting itself in shape for a large through business. The depot grounds at Boston are now being made ample, with elevators, wharfs, etc., and several little gaps along the way are being filled up with a continuous second track. The Canaan tunnel is being widened for this purpose.

The Dean Richmond Disaster.

The Dean Richmond was one of the best and most superbly finished boats on the Hudson River, and belonged to the celebrated "People's Line." Of the accident the *Tribune* says that the Richmond "left Athens on Thursday evening with passengers and freight, and when nearly off Rondout, at ten minutes of 1 o'clock yesterday morning, was run into by the steamboat C. Vanderbilt of the Troy Line—the latter vessel being bound for Troy. The Richmond was struck about 30 feet from the bow on the starboard side, and cut into about 25 feet, but the other vessel sustained no injury. The passengers, 140 in number, and crew of the Richmond—with the exception of a negro boy who was drowned—were immediately transferred to the Vanderbilt, thence were sent by the Daniel Drew, which arrived at the scene of disaster soon after, and which brought them down the river. The Richmond filled and sank up to her state-room deck, with all the passengers' baggage and about 100 tons of freight, consisting mostly of butter and cheese. The Vanderbilt proceeded on her voyage to Troy after a short detention."

There will, we think, be little difficulty in the courts in fixing the precise locality of where the damages are to come from for the property destroyed, but if the loss of life had been as great as might have been expected on the occasion of such a disaster there is no provision in law for redress, except by criminal action against the officers; whereas if life is destroyed, or the body of passengers are maimed on railroads, the law steps in and fixes a rate of compensation.

At the time of the disaster, the *Tribune* says:

"The night was beautifully clear, and the moon shining brightly rendered all objects on the water perfectly distinct. The story of Wm. H. Vanderburg, the Pilot of the Dean Richmond, corroborated by his steersman—who were the only people on deck at the time of the accident—places all the blame on the pilots of the Vanderbilt. The two vessels came in sight of each other in the long straight stretch immediately below Esopus Island. The Vanderbilt was observed from the pilot-house of the Richmond fully 15 minutes before the collision, and the officers on duty had remarked, "there comes the Vanderbilt," thus proving that there was ample time to avoid the catastrophe. When about half a mile apart, the whistle of the Vanderbilt was sounded twice—the legal signal of her desire to pass on the port, or left hand side. The Richmond's whistle returned the signal in assent, and her head was put to the left to pass on that side. Just as she had veered to this new course, the Vanderbilt's whistle sounded again—this time a single blow, signifying that she wished to pass on the starboard or right-hand side. At this time the boats had approached so closely that it was impossible for the Richmond to alter her course, and she therefore sounded her whistle three or four times in succession, intimating a confusion of signals and that she could not change her course. At the same time her engine bell was sounded in rapid succession, first to "slow"

her, then stop, and finally to back. At the moment the two vessels came together the engines of the Richmond were backing hard, and her headway was entirely checked. This is shown by the injuries received, the stem of the Vanderbilt entering her starboard bow at a direct angle with the keel, and, penetrating by a straight cut to the keel, which could not have been done had the Richmond been under headway."

It is of course claimed that the disaster was an *accident*; accidents, however, are of two classes, *avoidable* and *unavoidable*. To which class this one belongs the following will materially assist the patient investigator in cause and effect:

"The Vanderbilt arrived at Troy on Wednesday afternoon, and Capt. Hancox signaled her arrival by a banquet on board. Capt. Hancox, responding to a toast in his honor, said that he had, in purchasing the steamer, sought to serve the best interests of Troy, the effort to interest Trojan capitalists in the building of a vessel having failed after \$3,000 had been subscribed. We quote from *The Troy Times* of Thursday:

"He denounced Daniel Drew as the marplot or head devil who had interfered most to injure the interests of Troy, and who had made an especial exhibition of the cloven foot on the occasion of the purchase of the Vanderbilt, by refusing to make the transfer after the contract had been made, declaring that the Company of which he was President had refused to sanction it. Mr. Drew's duplicity was disclosed, however, by one of the Directors but an hour before the time fixed for the completion of the transfer—this Director informing Capt. H. that every member of the Board was in favor of it, and only Mr. Drew opposed. The transfer was made at the time agreed upon; but not until Capt. Hancox had threatened an injunction upon the boat on her arrival in New York, and to make a provision for a 50-cent fare during the whole continuance of his life, and by will after his death, until his whole estate was exhausted, did Mr. Drew accede to the terms. It is to the courage and persistence of Capt. Hancox, and an unyielding determination in this transaction to vindicate his personal rights and those of Troy against a proved enemy of the same, that the public are indebted for the Vanderbilt in place of the Hero on the Troy line."

On the *animus* of the above it is entirely unnecessary to comment. No contest of rival lines, no matter what the ground of complaint, can justify this recklessness of human life. The traveling public will not fail to appreciate and award it that condign punishment which its malignity and wantonness deserves.

THE usual process of the preparation of sheet-iron for tinning, with its manifest disadvantages of cleansing the surface of the plates in the "black pickle," consisting principally of sulphuric acid, has been superseded by an English manufacturer, by scouring between swift polishing rollers in pure water. The surface is greatly improved in quality and polish, and the lurking corrosion left in the pores of the iron by the acid in the former process is, of course, entirely obviated.

North Carolina has issued nearly \$1,000,000 in bonds to railroad corporations. During the past few days over half a million dollars has been subscribed by Virginia counties to the Chesapeake & Ohio Railroad.

The American Central Railway.

We learn from authentic sources that this important enterprise for the nation, and particularly for the States of Indiana, Illinois and Iowa, as well as its various important connections, not only East and West, but to the North and South, has assumed a substantial shape. We called the attention of our readers to the American Central Railway in one of our issues last year. We are now pleased to be able to congratulate its managers upon getting its affairs in a satisfactory shape, so that the work can be pushed forward with vigor to completion. This road starts at the city of Fort Wayne, in the East; runs a due sectional course through the States of Indiana and Illinois, to New Boston on the Mississippi; from thence through the heart of the young but great and growing State of Iowa, to a connection with the great Union Pacific Railway at Omaha, a total distance of 585 miles. We venture the assertion, there is no one continuous line of railway on this continent, from its extreme points, even approximating it in distance, that passes through a richer or more fertile section of country than this American Central. It traverses that portion of Illinois and Iowa where they have inexhaustible beds of coal, as well as the advantages of all the present constructed lines in distance between the great East and the great West.

For comparison, we will give the distances of the several leading routes.

	Miles.
From Omaha to Ft. Wayne is.....	585
Ft. Wayne to Pittsburg.....	320
Pittsburg to New York, via Allentown route.....	431
Total from Omaha to New York,.....	1,336
Omaha to Chicago.....	500
Chicago to Dunkirk, via Mich. South. & Lake Shore lines.....	498
Dunkirk to New York via Erie Railway.	460
Total.....	1,458

Making the great saving in distance between New York and Omaha, by the above comparison, of 122 miles.

	Miles.
Omaha to Chicago.....	500
Chicago to Buffalo, via Mich. South. & Lake Shore lines.....	538
Buffalo to New York, via N. Y. Central.	442
	1,480
Omaha to New York via Amer. Central and connections.....	1,336
Difference in favor of Amer. Central..	144

MICHIGAN CENTRAL ROUTE.

Omaha to Chicago.....	500
Chicago to Buffalo, via Michigan Central	622
Buffalo to New York, via N. Y. Central.	442
	1,564
Omaha to New York, via Amer. Central and connections.....	1,336
Difference in favor of Amer. Central.	228

It will open up and develop a country that will furnish a local traffic of immense magnitude, and make the American Central self-sustaining, independent of its large prospective through business. It is destined to be an avenue for the shipment of live stock to an unlimited amount. To give some idea of the stock trade from this section of the West, which is yet in its infancy, we will state, there

was shipped from Ft. Wayne the past three months, via Pittsburg, Ft. Wayne & Chicago Railway, eastward, about, one thousand car loads of live stock, and all originating there and from her connections with the present roads at that point.

This is one of the roads demanded by the laws of trade traffic and commerce, not only from its favorable location, shortening and straightening distances, but the enterprising tillers of the soil, stock growers, and every department of industry, along its entire length demand additional avenues and facilities for transporting of their rich abundance. After we have seen it demonstrated, as in the case of the Union Pacific, that a road can be constructed at the rate of one and a half to two miles per day, it is no great stretch of the imagination to say that this line can be opened up even in less time. Now in view of all these increasing avenues opening up to us, through the great and growing West, does it not behoove us to move with more earnestness and more determination in opening up and completing increased avenues to the eastward of this naturally great railway centre.—*Pittsburg Commercial*.

Railroad Strategy between Indianapolis and St. Louis.

It is stated that the negotiations respecting the line of railway from St. Louis to Indianapolis, to which we referred some months ago, have at length been finally completed, and we quote the following in connection therewith:

The Terre Haute & Indianapolis Railway Company having refused to come into the arrangement desired by the eastern companies, a corporation has been formed under the general railroad law of the State of Indiana, under the title of the Indianapolis & St. Louis Railroad Company, to construct another line of road between Indianapolis and Terre Haute there to connect with the St. Louis Alton & Terre Haute Railroad. Of this company, George W. Cass, President of the Pittsburg, Ft. Wayne & Chicago road; Stillman Witt, President of the Bellefontaine road; Henry C. Lord, President of the Cincinnati, Indianapolis & Lafayette road; S. M. Hubby, President of the Cleveland Columbus & Cincinnati road, with Thos. A. Morris, of Indianapolis, and Pliny Hoagland, of Ft. Wayne, Indiana, are the directors. General Morris has been elected President, and Edward King, of Indianapolis, Secretary. The surveys for this road have been for some time progressing, and the work has been already commenced and will be prosecuted to a speedy completion.

The operating contract with the St. Louis, Alton & Terre Haute road has been executed by this company under the guarantee of the associate roads, in place of the Terre Haute & Indianapolis road, and on the 11th instant the parties met in St. Louis, and the arrangement was consummated by the formal surrender of Mr. Butler, the President, under the direction and in the presence of the board, of the main line and Alton branch, which will in future be operated by the Indianapolis & St. Louis road in the interest of the associated railroad companies, whose object is to increase the facilities of communication between St. Louis and the Eastern cities by this great central trunk line.—*New York Herald*, September, 19.

The "arrangement desired by the eastern companies" which the Terre Haute & Indianapolis Railway Company "refused to come into," was, doubtless, that it would merge its fortunes in the Bellefontaine line east as

against the Columbus line east. But it is quite as certain that the old project of a direct road from Terre Haute to St. Louis will be revived and prosecuted to completion, as it is that a second and parallel road will be built from Indianapolis to Terre Haute. And hence it will be perceived that the game of "heading off" is one in which the Bellefontaine party cannot have exactly their own way.

The Pittsburg, Fort Wayne & Chicago line and the Bellefontaine line seem to fraternize and co-operate as against the Pan Handle route, which is not unnatural, since they divide, about equally, via *Crestline*, the mileage between Indianapolis and Pittsburg, distance 396 miles, against 381 miles via Columbus and the Pan Handle. In harmony with the Crestline combination is the Lake Shore interest, which is alert for New York business via Cleveland in opposition to the route to New York via Pittsburg.

The Pan Handle party, meanwhile that they find Bellefontaine and its allies at Indianapolis, plan a diversion and compass a consolidation of the new link in progress from Piqua via Union to Logansport, with the Chicago & Great Eastern line, whereby the Pan Handle route is assured a close connection through to Chicago.

The plot and counter-plot is interesting throughout; and as the Crestline and Pan Handle lines both come to Pittsburg, it is not impossible that, ultimately, peace may be restored between them, on a basis resting, in part at least, on geographical distribution, inasmuch as one ends in Chicago and the other will end at St. Louis.—*Mining Reg.*

The Iowa Central Railroad.

At the last meeting of the Board of Directors of the Iowa Central Railroad Company, which convened at Oskaloosa on the 3d instant, and adjourned on the 6th, negotiations were effected which the officers and friends of the road feel confident will result in the early completion of their undertaking.

The project of building a road across the State of Iowa, conducting the North Missouri and Minnesota Central Railroads, and thereby St. Louis and St. Paul, has been long entertained. Before the war a route was surveyed; but, the war coming on, further progress in the work was suddenly checked. Within a year past, however, under the organization of the Iowa Central Railroad Company, a very tangible start has been made toward carrying out the enterprise. In Black Hawk, Tama, Manaska, Wapello, Monroe and Appanosa counties, the grading has been advanced, while much of the work of putting in the culverts and bridges necessary in those counties has also been performed.

Desiring the construction of the road to make greater progression than purely local effort would admit of, the Board of Directors, at their meeting referred to, entered into a contract with Messrs. Champlin, Balch & Co. to construct, equip and operate the entire length of the road. These gentlemen are contractors on the extension of the North Missouri road from Macon City to the Iowa State line, and also on the branch of the North Missouri road from Mobely to Kansas City, where connection is effected with the Pacific road. They are experienced railroad men, largely interested in the stock of the North Missouri, Platte Valley, Iron Mountain and other railroads, and are considered fully able to share the responsibility of building the Iowa Central. Aside from the support of

prominent capitalists of St. Louis, it is understood that they are offered assistance from the Pennsylvania Central, the Cincinnati and Indianapolis, and the North Missouri Railroad companies.

The contract with this firm provides that the Iowa Central Railroad Company shall expend, in work or money, an average of \$5,000 per mile on the entire length of the line; that, as the work progresses and expenditures demand, bonds to the amount of \$15,000 per mile shall be issued to the contractors, to be a first mortgage upon the road; also for every ten miles of road completed and equipped, the company shall issue to the contractors \$10,000 in stock.

The grading, bridging and tying between Cedar Falls and the junction with the Northwestern road, in Tama county, and also between Oskaloosa and the junction with the North Missouri road, are to be completed by the Iowa Central Company, the expense of which, however, is to be applied on the \$5,000 per mile required of the company. The grading between these points will be finished this fall, and during the winter the necessary timber for bridging and ties will be got out. To assist the company in this it is confidently expected to raise at least \$100,000 in St. Louis. The bridge over the Des Moines at Eddyville, Messrs. Champlin, Balch & Co., assume the responsibility and the expense of building. As soon as twenty miles of continuous road is completed, the contractors are to immediately commence putting down the iron. It is therefore confidently expected that the work of laying the iron between Cedar Falls and the connection with the Northwestern, and between Oskaloosa and the connection with the North Missouri, will be well advanced during the next season. The remainder of the work, including the grading, bridging, tying and ironing that portion of the road between Oskaloosa and a point on the Northwestern road in Tama county, together with all the work in the counties north of Cedar Falls, and the erection of all necessary depot buildings for the entire road, falls to the part of the contractors, with only such assistance from the corporation as the stipulated amount agreed upon will furnish.

Nothing as yet, to speak of, has been done in the counties north of Cedar Falls, and it is not probable that much will be accomplished in those counties until after the road is in operation to Cedar Falls. It is nevertheless the understanding with the contractors and the aim of the company to complete the entire line of road at the earliest possible day.

The North Missouri road is now in operation to Atlanta, fifteen miles north of Macon City, and track-laying is at present progressing at the rate of a mile a day. It is expected to complete the road to the Iowa line this fall. On the extension and the branch to Kansas City, twenty-five hundred men are now engaged. The gauge has been changed to conform with that on the Iowa roads.

The Minnesota Central is now in operation to Austin, thirteen miles from the Iowa line. The work of extension is now being pushed forward, and the expectation is to have the road completed and in operation to the Iowa line this fall.

The following table of distances will be interesting:

NORTH MISSOURI RAILROAD.

	Miles.
St. Louis to Atlanta.....	181
Atlanta to Iowa State line.....	53
	234

IOWA CENTRAL RAILROAD.

State line to Albia.....	35
Albia to Oskaloosa.....	25
Oskaloosa to Toledo.....	52
Toledo to Cedar Falls.....	40
Cedar Falls to Minnesota line.....	78
	230

MINNESOTA CENTRAL RAILROAD.

State line to Junction.....	37
Junction to Minneapolis.....	76
	113
Total from St. Louis to Minneapolis....	577

The Cotton Crop of 1866-7.

[From the Financial and Commercial Chronicle.]

The receipts, as will be seen, very nearly approximate those of last year, the total reaching 2,019,271 bales, against 2,193,987 bales for the previous twelve months, indicating a decrease in the receipts this year of only 174,716 bales. It would be impossible to state with accuracy what proportion of this aggregate was the product of the last year, estimates differing so widely with regard to the amount of the old crop not brought forward at the close of 1865-6. We think, however, we may safely take this old surplus at 300,000 bales, and shall then have left about 1,700,000 bales as the total product of the past season. The new year begins with an unusually small stock in the interior, and we must, therefore, look almost entirely to the new crop for our receipts during the coming twelve months.

The total exports for the year reach as above 1,552,311 bales, which is within 136 bales of last year's total when the figures were 1,552,457 bales. If we average these bales at 450 lb, and the price received at 12d per lb the value in gold of our cotton exports for the year was \$170,000,000.

Receipts and exports of cotton from September 1, 1866, to September 1, 1867, and stocks at later date:

Receipts.					
Ports.	1867.	1866.	Exp't.	St'ks.	
N. Or's	702,131	711,629	618,941	15,256	
Ala.....	239,516	429,102	153,424	3,714	
S. Car...	162,247	112,462	80,896	1,228	
Georgia	248,601	258,798	114,101	633	
Texas..	186,495	170,065	70,448	3,233	
Florida	57,451	149,432	3,101	5	
N. Car.	38,623	64,653	534	.....
Vir'g'a.	127,867	39,093	13,011	2,589	
N. York	119,601	141,659	469,668	41,497	
Boston	33,472	21,066	17,014	10,000	
Phil'a..	58,556	52,728	3,155	3,800	
Balt'm'e	2,701	3,300	7,975	2,000	
Port'l'd.	.....	.....	103	.....
S. F'co.	.....	.....	23	.....
Shipped					
m f.s.					
from					
Tenn.					
etc....	42,000	35,000	.....	.....
Total...	2,019,271	2,193,987	1,552,314	83,155	
Last y'r	2,193,987	.....	1,552,457	281,179	
Decr'se					
this					
year..	174,716	.....	146	198,024	

The crop of Sea Island the past year has been as follows: Florida, 12,632 bales; Georgia, 7,646 bales; South Carolina, 12,060 bales; total, 32,328 bales.

The exports of the past year have been as follows:

From—	Great Britain.	France.	Other Foreign.
New Orleans...	403,521	160,852	54,567
Alabama.....	145,566	4,352	3,506
South Carolina.	75,547	3,514	1,825
Georgia.....	111,592	959	1,550
Texas.....	60,751	.....	9,697
Florida.....	3,019	.....	.....
North Carolina	534	.....	.....
Virginia.....	13,011	.....	.....
New York.....	375,216	28,460	66,052
Boston.....	16,624	.....	390
Philadelphia...	3,155	.....	.....
Baltimore.....	7,820	.....	155
Portland, Me....	103	.....	.....
San Francisco..	23	.....	.....

Total.....	1,276,472	198,147	136,142
Last year.....	1,258,272	222,593	71,817
Incr'se this y'r..	.....	.....	64,325
Decr'se this y'r..	41,805	24,446	.....

The consumption of cotton in the United States is thus stated:

Total crop of the United States, as above stated.	2,019,271
Stock on hand commencement of year, Sept. 1, 1866—	
In Southern ports....	162,836
In Northern ports....	130,856— 283,692

Total supply during the year ending Sept. 1, '67	2,302,963
Of this supply there has been—	

Exported to foreign ports during the year.....	1,552,311
Burnt at New York.....	5,068
Burnt in the South.....	*6,122

Now on hand (Sept. 1, 1867)—	
In Northern ports....	56,497
In Southern ports....	26,658—1,646,656

Total consumed in the United States during year ending Sept. 1, 1867.....	656,307
Estimated consumption in the Southern States.	70,000

Consumption in the Northern States for the year.....	586,307
Same time last year.....	667,292

This, as will be seen, is equal to a consumption in the Northern States of about 11,000 bales per week.

The total consumption in the United States each year since 1847, has been as follows:

Year.	Total U. S.	Year.	Total U. S.
1847-8 bales	616,044	1856-7	810,936
1848-9	642,485	1857-8	595,562
1849-50	613,498	1858-9	927,651
1850-1	485,614	1859-60	972,043
1851-2	699,603	1860-1	843,740
1852-3	803,725	1861-5	no record
1853-4	736,236	1865-6	667,297
1854-5	716,410	1866-7	656,307
1855-6	770,739		

The eastern and western divisions of the Memphis & Little Rock Railroad, which have fallen into decay and disuse, are to be repaired and put in running order by the first of January, by contract with Edward Denmead, of Marietta, Ga.

MONETARY AND COMMERCIAL.

The monetary world has again been disturbed by one of those semi-occasional freaks of the Treasury that are a necessary evil, and that will continue to harass the commercial community so long as the present system of having one currency for the government and another for the people shall continue. The contraction of the currency, and the withdrawal of considerable sums of greenbacks, in exchange for the Treasury gold, seriously interferes with the regularities of trade, and produces distrust and lack of confidence in results of operations. We trust that the experience of the past will enable Congress, at its next session, to mature some plan that will give stability to currency, and that render the operations of the merchant less hazardous than gambling.

The demand for money at the discount houses is not large, although more active than during the summer months. The excited condition of the market in New York, however reacts on the bankers here, and induces greater caution in making loans, and gives a tone of stringency to the market that is unfavorable to borrowers.

Exchange was in demand in excess of the supply, and rates are firm at the quotations:

	Buying.	Selling.
New York Exch.....	par	1-20@1-10c prem.
Boston.....	par	1-20c prem.
Philadelphia.....	par	1-20c prem.
Baltimore.....	1-10c dis.	par.
Silver.....	32@35c prem.	33@34c prem.
Gold.....	43¼@43½c prem.	43½@43¾c "

The course of the gold market is shown by the following table of daily fluctuations:

	Opening.	Highest.	Lowest.	Closing
Sept. 19.....	145½	145½	143½	143¾
" 20.....	143½	143½	143	143½
" 21.....	143½	143½	143¼	143½
" 22.....	143	143½	143	143
" 23.....	142¾	143	142¾	143
" 24.....	143¼	143½	143¾	143¾

Of the New York market the *Tribune* of Tuesday says:

Money on call is 7 per cent. on Government stocks. Commercial paper sells at 7 per cent. for best, and 8@10 for second grade. The Bank Statement is more unfavorable than was expected, and disappoints those who have tried to believe the advanced rates artificial.

The Statement shows a decrease in legal tenders of nearly 7,500,000, with a loss in deposit of an equal amount. The surplus of revenue is reduced \$5,172,061, and excluding the gold on deposit, the Clearing House is already reduced to within \$3,000,000 of the reserve called for by law. The causes which have so rapidly depleted them of legal tender money are still in operation, with steadily increasing force, and parties having monetary engagements naturally look with care to the future. The banks have still in the immediate future a quarterly statement for which the interior banks are ill prepared, judging from the Boston Bank report, when, as a whole, the movement is outside the law. In October another mass of coupons falls due, which the Secretary has the ability to meet by using his deposits at the National Banks. When paid, the banks will be much weaker in their resources to the extent the Secretary uses National bank notes. The third and most active cause in disturbing the money market, the demand

to move the crops, remains, and the ability of the banks to meet it is the point to which attention is most given. To ascertain the ability of the banks to move the crops, a statement of their condition as compared with last year will be found of value. It is as follows:

COMPARATIVE BANK STATEMENT.

	Sept. 22, 1866	Sept. 21, 1867	
Specie.....	\$7,662,611	\$8,617,498	Inc. \$945,887
Legal tenders..	90,428,189	57,719,385	Dec. 32,718,804
Total reserve...	\$98,090,800	\$66,326,888	Dec. \$31,763,917
Deposits.....	224,394,663	185,902,939	Dec. 38,790,724
Circulation.....	28,770,881	34,056,442	Inc. 4,286,061
Total liabilities	\$253,165,044	\$219,660,381	Dec. \$34,503,663
25 per cent....	63,291,261	45,915,095	
Surplus.....	84,799,539	11,411,784	Dec. 23,387,751
Loans.....	272,177,166	254,794,007	Dec. 17,383,099

It will be noticed that the banks have in the year reduced their legal tenders \$32,700,000, their deposits \$38,790,000, and have increased their circulation \$4,286,000. Their surplus of reserves, including coin, has been reduced from \$34,799,000 to \$11,411,000, a net loss of \$23,387,751 on their surplus of reserve.

From September 22 to December 1, 1866, the loss in legal tenders, to move a smaller crop than that of 1867, was \$29,000,000, a sum equal to 50 per cent. of the present legal tenders in the Clearing House. It is evident that the city banks, and, in fact, the entire banking interests of the country will be able for some time to obtain full rates for all the money they can spare to move the crops. The United States Treasury is not in a position to come to the relief of borrowers, if such a policy should be desired. It has funds enough on deposit with the National Banks and in the Sub-Treasury to meet maturing compounds, and to pay its debts as they mature, without resorting to "the small dodge" of asking an extension on its compound notes, by using three per cent. certificates, to pay them. The city banks have no remedy for the drain of currency to move the crops, but to cancel their call loans, to speculators, and employ their capital in commercial channels.

Of the stock market the same paper says:

Government stocks of all kinds were firm and in good demand. Missouri 6s were higher, and other stocks barely sustained. Railway mortgages firm. The railway share market opened firm, and full prices were paid for the whole list early in the day. After the call prices weakened under a more active demand for money, and stocks were offered freely. At the Second Board the market was dull, and after the call there was a pressure to sell, and lower quotations were made on all the leading shares, and at the close there was a pressure to sell, and the market closed heavy at quotations. The closing prices were: New-York Central, 105¼@105½; Erie, 60½@60¾; Reading, 101½@101¾; Michigan Southern, 75½@75¾; North Western Common, 38½@38¾; North-Western Preferred, 63¼@64; Rock Island, 99¼@99½; Fort Wayne, 100@100¼.

If people planting orchards would give orders to mark the north side of trees with red chalk before they are taken up, and when set out to have the trees put in the ground with their north side to the north, in their natural position, a larger proportion, it is said, would live, as ignoring this law of nature is the cause of many transplanted trees dying. If the north side be exposed to the south, the heat of the sun is too great for that side of the tree to bear, therefore it dries up and decays. —*Builder.*

CALIFORNIA AND OREGON RAILROADS.—The San Francisco *Bulletin* says that California capitalists are taking much interest in a proposed railroad from Marysville, in their State, to Portland, Oregon. The land grant given by Congress, of twelve thousand eight hundred acres a mile, is extremely liberal, while the route is feasible, not difficult, and through a rich agricultural country. The California corporators have begun a survey of their end of the line, which runs for its entire distance through the Sacramento Valley, over an unbroken plain. The Valley is one of the most fertile regions of the State, the first forty-two miles being an almost unbroken succession of harvest fields.

It is estimated that the cost of the first eighty miles will be only twelve thousand dollars a mile. The *Bulletin* thinks that with good management this section of the road could be made one of the best railroad investments in the United States. The serious difficulties would be found further north.

Auction Sale.

3 LOCOMOTIVES,

4-8 1-2 GAUGE,

At Monument Foundry, Baltimore, Md.,

Thursday 12 M., Oct. 17, 1867.

No. 1.—Engine and Tender complete. Cylinders 15x20 Link Motion. 4-56 in. Drivers connected. Copper Flues. Weight about 23 tons. Tender 8 wheeled. Capacity, 1,800 gallons.

No. 2.—Engine and Tender complete. Cylinders 15x20, Hook Motion. 4 66 in. Drivers connected. Copper Flues. Weight about 24 tons. Tender, 8 wheeled.

Both the above, thoroughly REBUILT by one of the best makers, and ready for immediate use.

No. 3.—Without Tender, as it stands without repairs. Cylinders 18x22. 8-41 in. Drivers connected. Weight about 33 tons.

These Engines or any of them are offered at PRIVATE SALE at low figures, subject to inspection, any time prior to date above mentioned, on which day, unless so disposed of, they will be POSITIVELY SOLD AT AUCTION to the highest bidder, on account of whom it may concern.

For further particulars, address

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BLANK BOOKS,

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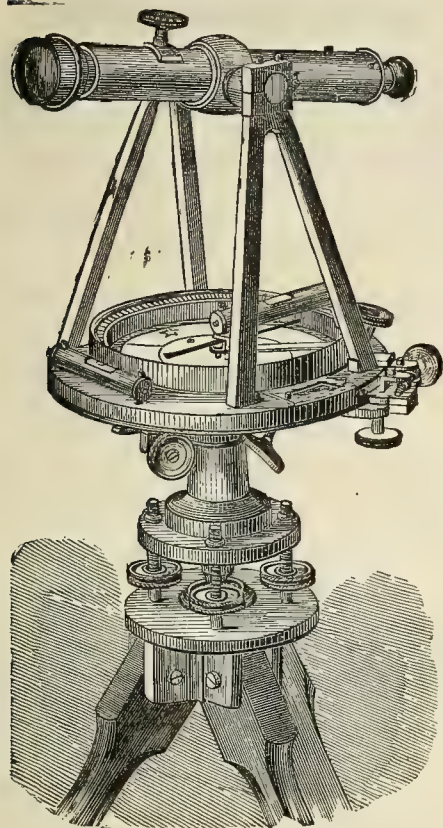
BINDING OF ALL KINDS NEATLY EXECUTED.

Those desiring FIRST CLASS BOOKS can have them done satisfactory at reasonable prices.

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Leveling Rods, Chains, etc.**



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WOOL & COTTON WASTE,

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OIL LANDS,

NEAR

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WITH

*Productive Wells all
around them.*

FOR SALE BY

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CINCINNATI.

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COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. For Tickets over 2 3/4 inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be finished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

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167 Walnut St., Cincinnati, O

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Illuminated and Plain Show Cards.

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L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R.R., Indianapolis
[Aug. 2, tf.]

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ocomotive can raise water, with its own steam, to fill
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The Night Express will run as follows:

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLIEN	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
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THIS IS THE ONLY ROUTE TO THE

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Passengers to the Eastern Cities will find the

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A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

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Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

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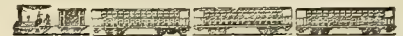
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

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—OF—

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On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:20 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

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Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

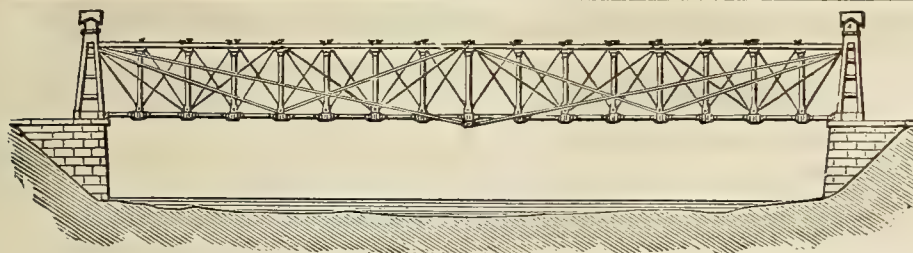
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



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FINK'S PATENT IRON BRIDGE,

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LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Cooper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

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W. P. SHINN, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at 9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati at 6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

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MACHINERY OF EVERY DESCRIPTION

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LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

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Shops—Seventeenth and Coates St. PHIL.

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Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

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Railroad Cars

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Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure *through tickets and through checks* to **WASHINGTON CITY.**

W. P. SMITH, *Master Transportation, Baltimore*
J. H. SULLIVAN, *Gen. Wagon Agent, Baltimore*
L. M. COLE, *Gen. Ticket Agent, Baltimore.*

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.

Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by CINCINNATI Time.

For all information and through tickets, please apply the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago. Advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the **RIGHT TICKET OFFICE** before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE, General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

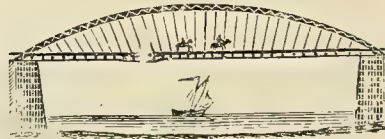
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES. Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

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Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same. &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilmington & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. Express

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, OCTOBER 3, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	260 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.			
	DEPART.	ARRIVE.	
Night Express.....	5:00 P. M.	6:10 P. M.	
LITTLE MIAMI.			
Lightning Express.....	7:00 A. M.	4:35 P. M.	
Express Mail.....	8:50 A. M.		
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.	
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.	
Lightning Express.....	8:00 P. M.	10:35 P. M.	
Night Express.....		6:15 A. M.	
CLEVELAND, COLUMBUS & CINCINNATI.			
Lightning Express.....	7:40 A. M.	7:25 P. M.	
Express Mail.....	9:30 A. M.	5:25 A. M.	
New York Express.....	8:00 P. M.	8:35 A. M.	
MARIETTA AND CINCINNATI.			
Depot on Pearl street, bet. Plum and Central avenue.			
Baltimore and Washington City			
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.	
Baltimore and Washington City			
Night Express.....	12:35 A. M.	5:50 A. M.	
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.	
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.	
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.	
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.	
CINCINNATI, HAMILTON AND DAYTON.			
Toledo, Detroit and Canada.....	6:30 A. M.	10:10 P. M.	
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.	
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.	
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.	
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.	
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.	
Dayton, Lima and Chicago.....	3:00 P. M.	5:20 P. M.	
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.	
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.	
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.	
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.	
Dayton Express.....	5:00 P. M.	6:10 A. M.	
CINCINNATI AND INDIANAPOLIS JUNCTION.			
Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.	
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.	
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.			
Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.	
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.	
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.	
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.	
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.	
OHIO AND MISSISSIPPI.			
St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.	
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.	
Louisville Special Train.....	3:45 P. M.	1:50 A. M.	
CINCINNATI AND ZANESVILLE.			
Mail.....	7:00 A. M.	4:10 P. M.	
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.	
KENTUCKY CENTRAL.			
Express.....	6:00 A. M.	6:00 P. M.	
Lexington Express.....	2:00 P. M.	10:50 A. M.	
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.	
PAN HANDLE ROUTE.			
Express Mail.....	7:00 A. M.	6:15 A. M.	
Fast Express.....	8:30 A. M.	4:35 P. M.	
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.	

Cincinnati—Shall it be a Railroad Centre and a great City.

We have several times already given our views in general, on the measures necessary to the future growth and prosperity of Cincinnati; but, as the scriptures tell us, that for teaching, we must have line upon line, and precept upon precept; so a reiteration of the same truths in different forms, is absolutely necessary to impress the public mind with the reality of certain facts and principles. What makes a great city? We have all heard of Palmyra of the Desert; one of the richest and greatest cities of the Roman period. Palmyra was built on an oasis, amidst the Syrian Desert, half way between the Orontes and the Euphrates. It was really built up and sustained by the *caravan trade*; that is, it was a great crossing place, and when it ceased to be a crossing place, it lost its commerce, fell into ruins, and for a long time ceased to be known at all. At length it was discovered, visited and surveyed by curious travelers. In its ruins were found the fallen columns of the most magnificent temples and structures. Palmyra ceased to be a crossing place, and it ceased to be at all. Now, Cincinnati is not in a desert, and it is on the Ohio river. Therefore, it cannot wholly cease to be a crossing place; and will always remain a flourishing town. But, will it continue to grow with parallel growth to other great cities of the West? This depends much upon what it shall do for itself. The first fact to be noticed is, that the railroad is now, what the caravan was to antiquity. It is the *long train*, which carries everything and everybody everywhere. Even steamboats, on the best of rivers gives way to it. If there had been no railroad along the Hudson, there would have been threefold the number of steamers there, to what there is now; and so, if Pittsburg, Cincinnati, and St. Louis, had not been connected by lines of railroad, there would have been fourfold the present number of boats on the Ohio. The RAILROAD is the great Caravan of our day; and the city where the most and longest railroad trains pass, will grow the fastest and the strongest. Fortunately for Cincinnati, twenty-five and thirty years since, there was a railroad spirit; and the great lines to the East and West were secured. But, on the South side the plan totally failed. The Covington and Lexington Road is now nothing but a local, and rather a small affair; but it should have been the trunk of a great Southern Line. We shall speak no more upon that subject, but leave time and events to determine whether such a Southern Road shall be made in this generation. We may add, however, that the Cincinnati and Louisville Railroad now in the course of construction, will do something to open our communication with the South, and in any event, must be extremely beneficial. But that is not all. The question remains open, whether

Cincinnati shall be the great crossing place? An eminent Railroad President in the East recently wrote to a railroad man in Cincinnati asking, "has Cincinnati given up the idea of being a railroad centre?" The question is very pertinent, seeing that for years nothing has been done in Cincinnati to further railroad interests. The Companies have done much, but they have done it entirely in reference to their own special schemes. We hear that Mr. Lord, and the I. & C. R. R., having extended their line to Lafayette, are about to extend far beyond into Illinois. This is very well, and will not only benefit the road, but the city. But, is that Company equally willing the Little Miami Railroad shall make a direct connection through the city, with the Ohio and Mississippi Road? We fear not; and we fear the City Council is too much under the influence, in this matter, of other interests than those, which concern those of the city only.

The Ohio and Mississippi Railroad *ought* to be one of the main commercial arteries of Cincinnati; but it has never fulfilled its destiny, from causes which are quite obvious. It has had a difficult line to construct, and has been burdened with extraordinary financial difficulties. From these difficulties it is gradually emerging; and it will, in future, undoubtedly take its true position as a great Railroad Trunk Line. Here, it may be well to notice its present condition.

The Ohio and Mississippi Railroad has just been bought by the Trustees for the benefit of Certificate holders, and the Company will be completely reorganized and placed upon a solid basis. A great deal of its track, bridges, culverts, &c., have been removed. We give the following extract from the report of Mr. Griswold, made at the recent meeting of the stockholders. We give it, because it proposes and foreshadows some great improvements, in which Cincinnati is directly interested. Mr. Griswold proposes three special measures. The *first* is the extension of their gauge into Louisville, which will secure an independent right to the business of that city:

"The Ohio and Mississippi Railroad could undoubtedly control, by preference, the vast eastern and western business with that city, were it provided with a road or track terminating in Louisville. Yet, running as it does, past it at a distance of fifty miles from it, and dependent on the hostile line and gauge of the Jeffersonville and Indianapolis Railroad for access to it, and opposed by the splendid steamers of the Ohio running in regular lines between Cincinnati and Louisville, we have no part or chance whatever of that great mart of trade.

Again, it is necessary that we have a shorter and quicker connection with the Atlantic and Great Western Railroad than we now have by Cincinnati. This can be obtained by a cut-off road, of about twenty miles in length, from North Bend on the line of our road to Hamilton on that of the Atlantic and Gt. Western. This cut-off will save an hour and a half in time of passenger trains between St. Louis

and New York, and will practically equalize our now longer distance with that of our competing road. It will greatly strengthen our business interests and influence in connection with other roads of our own gauge as a great through line, and will give us independence in respect of any hostile and exacting demands or action made against us by the City of Cincinnati, through which we now make our eastward connections.

A third measure of policy, of immediate demand, is a third rail from Odin to East St. Louis, in Illinois, a distance of sixty-five miles, whereby we introduce upon our track another gauge corresponding with that of the Illinois Central Railroad, which by this means, we will connect with, both at Sandoval and Odin, and from which we will derive a business, the profits of which will be realized after the rail is laid, with but little beyond the present current expenses, and will be, in my opinion, annually equal to 25 per cent. of the whole cost of bringing the third rail into use.

We can have no assurance, after this work is done, of an exclusive enjoyment of the whole traffic of the Illinois Central Railroad with St. Louis. We can have this assurance, both in written stipulations by that Company and by necessity of their interests and policy. It would give them seventy miles more haul on their business between Chicago and St. Louis, and fifty-four miles more on all their business from northern points on their Dunlieth Branch than they now enjoy, and would introduce upon their road, between Cairo and Odin, a large business with St. Louis, which, by reason of a difference of gauge, is now wholly controlled by boats on the Mississippi River.

Persons who are not familiar with the traffic between St. Louis and Chicago, Cairo and the region of Northern Illinois, and also Eastern points by the channel of the railroads connecting at Chicago, can have but a poor conception of the importance and value of this measure to the Ohio and Mississippi Railroad."

The reader will observe here, that the "cut-off" Mr. Griswold recommends, is really a way round Cincinnati, and one great reason of it is the hostility of the City Council to the C. & I. R. R., both of which are sufficiently obvious. The measure is a good one for the company, but rather questionable as to the city. The Pennsylvania Railroad has gone round by Union. The Ohio and Mississippi will go round by Hamilton, and except for the local traizs, it seems likely all the main lines will go round! Is Cincinnati a railroad centre? The third point mentioned by Mr. Griswold is important, and will be beneficial to Cincinnati; that is, putting down a *third rail*; but, in fact, the third rail ought to be put down, not only on the St. Louis side, but on the whole line; for, then the cars running on the other lines East could run through. This again, however, brings up the question of a *through connection in Cincinnati*. On that point we shall make no further remarks. If it is not made, we shall expect to see every road in Cincinnati trying to get out and go round! For aught we can see, the Cincinnati & Dayton and Marietta Roads may as well keep on the west side of Mill Creek, thus making Cincinnati a little island for railroads *to run round!*

The Indian Problem.

This has been one of the most serious questions to solve ever since the organization of the government. The Missionaries of the various Christian organizations have tried for several centuries to *tame* "the untutored savage," with what success we shall not attempt to record; it is sufficient for our present purpose to know that but few of the "tamed" ones can now be found, having mostly passed away to the "hunting ground beyond the setting sun." We are also ready to admit, that the progress of the white race on this continent, from the day the "Pilgrim Fathers" landed on Plymouth Rock, has been aggressive on the original or "reserved" rights of the Indian race, and has so continued ever since to the present moment. This is as naturally and necessarily the case as that day succeeds night. That, however, all the wrongs are on the side of the whites, we are not prepared to admit. There are tribes of Indians among whom it would be almost as safe to live as it is at the present time in some sections of our large cities. Of this class are the Pimos and Papagos of Arizona, and the Cherokees and Choctaws of Western Arkansas, and the remnants of many other tribes that might be enumerated. These are the "bright examples," the "jewels in the crown of glory" of those wonderfully self-sacrificing men—the missionaries. These are not the ones to whom we propose to allude—these should be cared for, protected, and assisted in acquiring the arts and perfecting their knowledge of civilization.

It is the stubborn and contumacious that require treatment—they now stand in the way of progress, and the white race must either retrograde within the confines of our plowed fields or the red man must disappear to that "hunting ground"—the present home of his fathers.

Of the results of the recent commission to *pacify* the Indians the *Cincinnati Commercial* of Sept. 23, remarks:

"General SHERMAN not long ago believed, and recorded his opinion in official reports to the authorities at Washington, that the question of peace or war with the Indians rested in the hands of our own Government and people. If he still adheres to that belief, it is probably with the qualification understood that if we prefer peace we can have it by abandoning the overland route and the whole region of the plains to the sole occupation of the savages, and in no other way. The Commission, of which the General is the head, have succeeded in making treaties with a few vagabond bands of Indians—that of the leader of the Plum Creek slaughter among the rest—whose purpose doubtless, is to get all they can from the Government in the shape of supplies, and then resume the work of butchery; but many of the principal chiefs of the hostile tribes made no secret of their determination to have no peace except on the condition that the whites shall leave their country, and abandon the Pacific Railroad enterprise. The General said to them in council, the other day, 'If you don't leave

the roads alone I will kill you;' but the gentle savages, judging from past experience, and knowing that they have themselves thus far accomplished very nearly all the killing in this war, concluded that the great pale faced warrior's talk was not particularly dangerous, and one of the chiefs of them thereupon painted his face red for the war-path, and defiantly departed from the council. In the meantime, railroad working parties are attacked and butchered almost under the walls of our fortified posts; the hazards of overland travel have greatly increased; detached ranches are everywhere abandoned; the development of the country is arrested, and the frontier settlements kept in a fever of alarm and excitement. Such a state of things, every one will agree, can not long be tolerated."

Here is the question distinctly stated that "many of the principal chiefs of the hostile tribes made *no secret* of their determination to have no peace, except on the condition that the whites shall leave their country, and abandon the Pacific Railroad enterprise." Is the country ready to comply with their *reasonable* (the Indians in all soberness think the terms *reasonable*, and it would not take much sophistry to prove it, on the hypothesis of their *original right to the soil*) terms. What course would be adopted by any of the nations of Europe under similar circumstances? What would Christian England, or his most august Catholic Majesty the Emperor of Austria, or the Head of the Greek Church, or even the scrupulous Napoleon, do? They would never have allowed them to leave the Council fires, except for the "bourn from whence no traveler returns." No such stain however, mars the beauty of our escutcheon. We again ask, is the country ready for the question? Will the thirty-five millions of these United States yield to the demands, no matter how apparently reasonable of these two thousand lineal descendants of Nimrod—or as the *Commercial* calls them—"noble savages." Shall we stop the Locomotive—the great civilizer of the age—the swift-winged messenger of progress in his career across the plains and force him to hie back to the homes of the white man, at the yelp of a prairie wolf? Is the country ready for the question—shall we do it? Or will the country propose to back up and make good the threat of Gen. SHERMAN, that fell as softly as the zepthers of a southern breeze on the ears of the "gentle savages?" When the leader of the army that "marched to the sea" shall make his report of the rejection of the "olive branch," we doubt not, in the language of the *Commercial*, that "the country will demand the adoption of a policy vigorous enough to secure safety for civilized men, even if the canons of a morbid philanthropy toward savages must be wholly ignored; and we shall need officers with no particular amount of nonsense in their composition to initiate and administer that policy."

If this is to be the verdict (to which we unhesitatingly say amen) it is then important to consider the most economical plan of exe-

cuting it. As we stated in our issue of August 8th there are *three* ways of treating this *Indian* question. 1st. Fight it as we progress. 2d. Catch and imprison them on reservations. 3d. Wage a war of extermination.

The first has been in a measure tried on the "peace principle" with "shovel and pick;" but not in an organized manner, under military rule. It would be efficient if properly organized.

Of the two last programmes in our issue above referred to, of August 8th, we remarked, and they are exceedingly pertinent to the present emergency, "that as to the *modus operandi* of carrying out the next plan, viz:

"2d. Catch them and imprison and feed them on Reservations," we will leave to politicians who will all be sure to "keep out of harm's way," and "not lose anything by the operation;" it will, however, no doubt eventuate in this plan with the *fragments* of the present powerful tribes, but not until they have become most thoroughly convinced that it is useless for them to strive against their destiny.

The present moment, however, demands our most serious thoughts as to the best, most efficient, and economical method of carrying out our third proposition, viz: to "*Wage a war of extermination.*"

That, as a nation, we may have, on sundry occasions, done the Indian a wrong we do not dispute. Nations never stop to rectify wrongs, but advance forward on the principal that "might makes right." It is useless to deny this fact,—it has governed almost every tribal and national contest since the days of Adam. What is the best means to

"WAGE A WAR OF EXTERMINATION,"

Is now the most pertinent question. It is self-evident that "civilized warfare" in fighting Indians is expensive in both men and money—that while the *INDIAN fights for glory* only, the *WHITE MAN FIGHTS FOR PAY*. The Indian fights to kill and destroy—and while he has *nothing to lose but his neck*, all he can capture is clear gain. In the present contest they have been thus far successful against the whites, because they are not only equally well, but better armed than those they have met, they are better mounted, carry no baggage, and have no provision trains to care for, give no notice and have no regard for the "order of their coming," while white soldiers are burthened with the paraphernalia and "the pomp and circumstances of (*inglorious* war," and cannot march except to the "tap of the drum" or the "bugle's shrill call."

Our true policy, and the most economical and humane method of conducting this war is to employ *Indians* to fight Indians. This can be done at less cost than we can "*buy a peace*" in the present excited, angered and "fired" condition of the *Indian heart*. Two or three thousand Chippewa warriors, well appointed, their families properly cared for, while they are kept constantly in the field, would do more

to solve this difficult problem than the entire army of Gen. SHERMAN, with which he "marched to the Sea." That they could be obtained for this purpose, those who are familiar with Indian history and characteristics, will have no doubt—the economy of our plan we think will not be called in question, while as to its *humanity* we think all will agree that as we now fight "it costs the lives of ten white men for every Indian killed," the chances are it would then be but "red skin" for "red skin," both of which we could afford to lose and pay for, much better than any one of the ten thousand valuable lives that will be sacrificed in the present miserable style of warfare.

We will meet one objection that will be raised, and then close this already too extended article. The "*Christianity*" of the proposed mode of warfare. There is no "*Christianity*" in any warfare, and the efforts to engraft it, or the idea of it, in a warfare with Indians, would only be "casting pearls before swine." If our plan "shocks the tender sensibilities" of those *who always stay at home*, the reply we make to them is, that the only parties who have ever successfully conducted a "*Christian*" warfare with whose history we are familiar, are Generals "Peter," "Paul" and their associates, and if they have full confidence in their plan they can "go and do likewise;" but we confess to a lack of personal faith in its efficacy, and rather incline to place more reliance on "hard knocks" *well laid on*, as well as paid for, than in the sweet persuasive tone of a "*boughten*" Christianity."

The survey of the railroad from Schenectady to Ogdensburg is completed. It was authorized by the Legislature of 1866, and \$15,000 was appropriated to pay the expense. The route selected is said to be much shorter than any heretofore selected from the Hudson to the St. Lawrence. The route commences at Schenectady, runs through Fulton, Hamilton, and St. Lawrence Counties. The country through which it passes is not reached by any other road, and from the directness of the route must be the great thoroughfare for travel between all this Northern region and the North. The road is projected through a section that is rich in lumber, and much of which will make a good farming country. In Hamilton county there is an unusual growth of pine timber, there being no means to get it out.

PADUCAH & VINCENNES RAILROAD—At a railroad convention held recently in Paducah, Ky., to further the project of constructing railroads that would connect, through that place, the Northern and Southern system of roads located in the Mississippi Valley, a resolution was adopted as to the importance of completing the road already partly graded between Paducah and Vincennes, Indiana. This road would be a very important one to Cincinnati, and might, it would seem, attract the attention of persons interested in the future growth and prosperity of the place with sufficient force to insure its completion; but it must be confessed, that there is no reason to believe that it will.

Pure Water.

The Cincinnati *Gazette* of Sept. 27th, contains a communication signed J., on the question of obtaining Pure Water. The writer attacks the report of Dr. CLENDENIN, as to the source of supply, and claims that any "little creek" may produce like disturbances. The writer says:

"What reason have we to suppose that the Little Miami is the only tributary of the Ohio subject to such disturbance? If we remove to above the mouth of the Little Miami the pipes which are to yield us a supply of water, what guaranty have we that some other little creek, either from the Ohio or Kentucky side of the river may not have along its valley a thunder storm and a local freshet which will poison the waters of the Ohio just the same as did the Little Miami last month? To what point above our city must we remove our water works to get pure water? All parts of the Ohio are subject to the same influences! Creeks and storms and dead wood and rotten straw are on its banks all the way up to Pittsburgh, and during low water, when these abominations are carried, by rain and thunder storms, into the Ohio, they will continue to poison the water. When the river is in high stage, this miasmatic poison still exists in the water, but it is so diluted as to be imperceptible when mixed with the earthy muddiness which is the prevailing characteristic of Ohio water in flood times."

A glance at the map will show J. that there are no *large* streams entering the Ohio above the Little Miami until we come to the Scioto, which is a stream that does not "*dry up*," while the Small Creeks to which he refers do not drain a sufficient extent of country, even if they should present similar characteristics of stagnant pools to seriously affect the flavor or purity of the volume of water in the Ohio River. That the Little Miami has produced this result needs no demonstration from us; neither is it a question that our present means of supply is not only inadequate, but is most villainously corrupt. As the best means of correcting the latter evil, J. proposes the city shall *experiment* with what he admits to be an exploded and impracticable idea in Europe; but he argues that because we can raise Indian Corn and tomatoes to advantage and that it cannot be done in Europe, hence he expects feats in Engineering to be affected, *climatology*, in the same manner. So as not to misunderstand the plan of the *Gazette* Correspondent, we will give his suggestions in full. He says:

"There is not any way to get pure water from the Ohio, except by the system of initial filtration through the natural beds of sand and gravel in the river, as formerly described in your paper."

"Where in Europe have they such a valley as the Ohio, the temperature in midday in July in the sun, at 130° of Fahrenheit, and midnight in January 20° below zero—a range of 150°? Where is there a river which rises and falls sixty-two feet perpendicular between low and high water? These wonderful variations of temperature and immense floods of water are the very reasons why a river bed filter should act perfectly, causing as they do disintegration

of the soil to be carried down to the river, and currents of water to sweep off all but the pure sand and gravel and boulders, which form the bars and may be used as filter beds."

"If any failures in carrying out this system of filtration have been made in Europe, they can be avoided by our engineers in the much better and more extended field before them in the Ohio."

"It is said that no expenditure of money can be wasted to procure pure water. True, but if a better result can be obtained by the expenditure of one-tenth, the saving is desirable."

"To bring water from above the mouth of the Little Miami will cost many millions of dollars. To test the question practically as to the working of a filter bed will not cost as many thousands of dollars. The large area of the sand bar opposite Fulton insures a sufficient supply of water if properly manipulated, and of the quality of water after passing through twelve or fifteen feet of clean sand and gravel, no doubt need be entertained. It will be clear and free from any smell or taste."

"As to the filter acting permanently it is only necessary to make use of so large a surface as to prevent the current of water through it being rapid, then the deposit of mud will be only on the surface, and will be carried off by every rise of the river."

We are willing to admit, without controversy with J. that the talent of American Engineers is proverbial, but fail to see wherein the wide range of temperature, or the wonderful rise and fall of water is to affect the Engineering problem that he wants the city to experiment with, and thus trifle with the comfort and health of the citizens. J. himself is no doubt an Engineer, but not an "American Engineer," hence he can not be expected to possess the wonderful talents attributed to that worthy class of our citizens, who have done so much to develop the wealth and resources of the country, and added so much to our National reputation abroad. We will, however, conclude with a single suggestion—a fact of history with which J. is perhaps familiar—the very plan which is now suggested proved an *abortion* in the hands of J., when without stint of means he tried as Engineer of the Cincinnati Gas Works to supply that concern with "Pure Water." If J. has forgotten this, there are some other people who have not. But then the failure, is undoubtedly attributable to the fact that he is not an "American Engineer," or that the climatic changes during the experiment were not sufficiently great to secure the talismanic result—success.

ALBANY & SUESQUEHANNA RAILROAD.—At the election for directors of this company held in Albany on Sept. 3, the following gentlemen were chosen: Joseph H. Ramsey, Jacob Leonard, Peter Cagger, Jeremiah Austin, Albany; Minard Harder, Cobleskill; John Westover, Richmondville; John Cook, Worcester; Jared Goodyear, Colliersville; Eliakim R. Ford, Oneonta; Samuel North, Unadilla; Ira E. Sherman, Sidney; Alonzo Everts, Binghampton; Daniel Drew, New York.

At a subsequent meeting of the directors, Joseph H. Ramsey, Esq., was elected President, and Jared Goodyear, Vice President.

A Gigantic Contract.

The Taunton (Mass.) *Republican* says Oakes Ames, of North Easton, has contracted to build nearly the whole of the remaining portion of the Union Pacific Railroad—some six hundred miles, passing through the Rocky Mountain region—receiving therefor over forty-seven millions of dollars. This is believed to be the largest contract ever entered into by one man. It places Mr. Ames at the head of the railroad men of the country, the operations of Vanderbilt and George Law being insignificant compared with this gigantic transaction.—*Western Railroad Gazette*.

Com. Vanderbilt and George Law are both rich men, and can make out to live without working too hard, besides they are now old, and their "best days" were spent in a slower age than we now live in. Oakes Ames, although a "man of means" has "his fortune to make," and has the benefit of the illustrious precedents of a George Law and a Com. Vanderbilt before him to wet his appetite, and we doubt not, he will make a "good thing" out of it. It was to be expected that in the construction of so great a work "something was to be made," and why not Oakes Ames and his friends as well as somebody else. True, other brains conceived the idea, discussed it before the people to make it popular, and finally convinced Congress of its necessity. But the old rule holds good "one man soweth, and another reapeth;" and hence we suppose Oakes Ames, if he keeps his scalp, may be counted among the reapers, and we are not among those who will find fault with the harvesting, if he will only push forward the road to completion.

CHICAGO, BURLINGTON & QUINCY R. R.—The report of the Chicago, Burlington & Quincy Railroad Company has just been published, and from it we abstract the following comparative statement of the earnings of the road for the year ending April 30, 1866 and 1867:

	1866	1867.	Dcrease.
Freight.....	\$4,204,740 82	\$4,124,92 99	\$30,047 83
Passenger	1,757,357 92	1,542,714 13	213,673 84
Miscellaneous...	213,424 64	414,730 91	*-01,306 37
Total.....	\$6,175,523 35	\$6,083,138 05	\$92,415 20
*Increase.			

The capital stock of the Company, which stood at the date of the last annual report at \$10,103,010, has been increased to \$10,399,010 by the conversion of bonds convertible into stock at the holders option. Its funded debt and other outstanding liabilities, created for construction and the purchase of the road from Galesburg to Quincy, including \$270,000 (due on that purchase and not yet called for as at the date of the last report), amounts altogether to \$5,723,250. The whole aggregate of capital stock and debt is now \$15,921,260. The gross revenues of the property charged with this capital and debt has been, during the year, \$6,146,861 75. The net earnings above the expenses, taxes and interest on the debt, and therefore, belonging to the stockholders, have been \$2,386,704 45.—*Tribune*.

The Hoosic tunnel during August, was bored one hundred and fifty-four feet. The boring is twenty-four feet wide and nine feet high. The progress of the work is considered to be much faster than that made before the present contractors took hold of it.

Comparative Cost of Rail and Water Transportation.

A writer in the Buffalo *Commercial Advertiser*, in discussing the necessity for enlarging the locks on the Erie Canal, says:

"Railroads are a great boon to the country. An exclusive freight railway, with double tracks, can doubtless do more than one of mixed passenger and freight traffic; but we think no sane man would for a moment claim that it would have more practical capacity for through traffic than all the five great through railway lines now in operation, and the Erie Canal. There is no method of transportation yet known so cheap as that by water. The average price of lake freights on wheat from Chicago to Buffalo (distance 1,000 miles), for the ten years from 1857 to 1867, inclusive, has been only 8 99-100 cents per bushel, which is a fraction less than three dollars per ton. This includes the profit of the carrier, and is three mills per ton per mile. The average cost of freight on wheat from Buffalo to New York, by the Erie Canal and the Hudson River, including State tolls and profit of carrier, has only been 15 55-100 cents per bushel, equal to \$4.62½ per ton, making the average freight per ton, from Chicago to New York, for a period of ten years \$7.66½. The verified reports of the New York Central Railroad from 1853 to 1859—a period of six years before we had a depreciated currency—show the average actual cost to that company to be one cent four mills and 49 100 of a mill per ton per mile. Since that period the cost has been much greater. The distance from New York to Chicago by rail *via* the Hudson River Railroad, New York Central and South Shore Railroads, is 988 miles. At the above average cost of transportation per ton per mile on the Central, the cost per ton from Chicago to New York would be \$14 31 6-10, or \$6.65 1-10 more per ton than the average cost by the lakes, canal and Hudson River, including profits of carrier and State tolls. This difference on the present annual eastward through-movement of about 5,000,000 tons, would make a saving of \$36,580,500, taking the rail freights at actual costs, and with the profits of the railway companies added, more than \$60,000,000 annually.

In December last the ship David Crockett arrived in Philadelphia in ninety-four days from San Francisco, with a cargo of wheat on which the freight was fifty-eight cents per bushel. At the same time the tariff rate on wheat from Chicago to Philadelphia by rail, was fifty-one cents per bushel. The ship sailed 17,000 miles, and the rail distance is less than 1,000 miles. This result shows the superior advantage in cheapness of water transportation over that of rail.

The vessels now being built for the grain trade on the Lakes are nearly all of large class, carrying from 40,000 to 88,000 bushels of grain. It was only last week that one of our large-class lake steamers arrived at this port from Chicago with a cargo of 8,000 bushels of grain and 300 barrels of flour. These large class vessels will soon take the place of the smaller ones now in use, when the lake freight will be diminished. The enlargement of the locks of the Erie Canal to a capacity to pass boats of six hundred tons, in connection with the large-class vessels on the lakes, would diminish the cost of transportation from Chicago to New York to an average of about five dollars per ton! This would save to the producer and consumer \$100,000,000 annually, in the item of trans-

portation alone, being the difference between cost of water and all-rail transportation.

These facts should convince every reflecting mind that a large bulk of the commodities moving from the interior to the sea-board market will for all time to come go by the great chain of lakes and inland river, in connection with the artificial channels; and it should also satisfy every one that the canals will have a longer day in the future than in the past, and that water transportation can never be superseded by that of rail for heavy commodities.

Inter-colonial Railway Act.

Below is a copy of the English act of April 12, 1867, authorizing a guarantee of interest on a loan to be raised by Canada for the construction of a railway between Quebec and Halifax:

Whereas the construction of a railway connecting the port of Riviere du Loup, in the province of Quebec, with the line of railway leading from the city of Halifax, in the province of Nova Scotia, at or near the town of Truro, in a line, and on the conditions approved by one of her Majesty's Principal Secretaries of State, would conduce to the welfare of Canada and promote the interest of the British Empire:

And whereas it would greatly facilitate the construction of that railway (in this act referred to as the railway) if payment of interest on part of the money required to be raised for the same were guaranteed under the authority of Parliament:

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—Subject to the provisions of this act, the Commissioners of her Majesty's Treasury may guarantee, in such manner and form as they see fit, payment of interest at a rate not exceeding four per centum per annum on any principal money not exceeding the sum of three million pounds sterling, to be raised by way of loan by the government of Canada for the purpose of the construction of the railway; and the Commissioners of her Majesty's Treasury may from time to time cause to be issued out of the consolidated fund of the United Kingdom, or the growing produce thereof, any money required for giving effect to such guarantee.

The Commissioners of her Majesty's Treasury shall not give any guarantee under this act unless and until an act of the Parliament of Canada has been passed providing to the satisfaction of the Commissioners of her Majesty's Treasury as follows:

1. For the raising, appropriation and expenditure for the purpose of the construction of the railway of a loan not exceeding £3,000,000 sterling, bearing interest at a rate not exceeding four per centum per annum.

2. For charging the Consolidated Revenue Fund of Canada with the principal and interest of the loan immediately after the charges specifically made thereon by sections one hundred and three, one hundred and four and one hundred and five of the British North America act, 1867.

3. For the payment by the government of Canada by way of sinking fund of an annual sum at the rate of one per centum per annum

on the entire amount of principal money whereon interest is guaranteed, to be remitted the Commissioners of her Majesty's Treasury by equal half-yearly payments in such manner as they from time to time may direct, and to be invested and accumulated under their direction in the name of four trustees, nominated from time to time, two by the Commissioners of her Majesty's Treasury and two by the government of Canada, such sinking fund and its accumulations to be invested in securities of the provinces of Canada, Nova Scotia and New Brunswick, issued before the Union of Canada, or, at the option of the government of Canada, in such other securities as may be proposed by that government and approved by the Commissioners of her Majesty's Treasury, and to be applied under the direction of the Commissioners of her Majesty's Treasury in discharge of principal money whereon interest is guaranteed.

4. For charging the consolidated revenue fund of Canada with the amount of the sinking fund immediately after the principal and interest of the loan.

5. For charging the consolidated revenue fund of Canada with any sum issued out of the consolidated fund of the United Kingdom under this act with the interest thereon at the rate of five per cent. per annum, immediately after the sinking fund.

6. For the continuance of the sinking fund until all principal and interest of the loan, and all sums issued out of the consolidated fund of the United Kingdom under this act, and all interest thereon, are fully discharged, or until the sinking fund and its accumulations are adequate to discharge so much thereof as remains undischarged.

7. For the raising by the government of Canada (without guarantee by the Commissioners of her Majesty's Treasury) of all such money (if any) beyond the sum of £3,000,000 sterling as, in the opinion of one of her Majesty's Principal Secretaries of State, will be requisite for the construction of the railway, and for charging the consolidated revenue fund of Canada with the money so raised and interest immediately after the charges made thereon in pursuance of the foregoing provisions of this section.

There shall be laid before both houses of Parliament, within fourteen days next after the beginning of every session, a statement and account showing what has been done from time to time in the execution or pursuance of this act by us under the direction of the Commissioners of her Majesty's Treasury and one of her Majesty's Principal Secretaries of State and the Parliament and government of Canada.

The author of a French work on submarine cables, M. de Saint Meserim, gossiping pleasantly concerning the usefulness of the transatlantic telegraph, cites the following anecdote:—"In 1861, when nearing the isle of Cuba, the American vessel *San Jacinto* captured an English mail-boat. The British Government demanded satisfaction, and, in view of a possibility of war with the United States, made immense preparations. Twenty-five days were required for exchange of diplomatic notes. During that night quite a panic arose, and England expended in making ready for war about twenty-five millions sterling. At length President Lincoln's reply to the diplomatic note was received, and set forth that the United States were desirous of avoiding strife. A dispatch by the Atlantic Cable would have averted the panic and prevented that enormous expenditure."

One of the "Lost Arts."

We have given at different times accounts of the remarkable wear of iron rails. In one case on the Boston and Providence line, iron rails have been in continuous use on the main track over thirty years; in another, on the New Bedford and Taunton, iron rails have worn twenty seven years, and are still in good condition; and the original 45 lb. rail laid down on the Philadelphia and Reading line lasted over twenty years under an amount of traffic unsurpassed in this country; and we have several other accounts of rails that have worn from fifteen to twenty years. The rails especially mentioned above were of English make, or rather Welsh make, weighed only 45 lbs. to the yard. The specifications for the manufacture of these rails were very short, and were stated concisely as follows:—"Best No. 1 cold blast mine iron was first run out in a finery fire; second, puddled, and the balls shingled under tilt-hammers; third, rolled into bars; fourth, these bars were cut, piled, heated, and hammered into blooms; and fifth, these were re-heated and rolled into rails. The rails thus made and thus light in weight, stood an amount of wear very much greater than rails since made have been capable of, even when the weight is doubled per yard. Indeed it has been in one instance, shown by templates that the wear of a 62 lb. modern made rail is greater in a use of a single year than that of the old 45 lb. rail in a continuous wear of twelve years. Our railway managers and shareholders are continually asking the reason of this remarkable difference. Is it in the quality of the iron or in the manipulation of the metal in manufacture? Is the making of really good iron rails one of the lost arts? It is not the difference in the amount of traffic or the increased weight and speed of locomotives, for, to our knowledge, in one case the old 45 lb. rail has outworn three successive lots of new rail, in the same track, with the same traffic passing over them. It is fair to state that this decline in the working value of iron rails is not confined to the manufactures of this country alone; the foreign made rails brought to this country are even worse than our own; and neither is the excellence of the early make of rails confined to those of foreign countries. The *Mining Register* recently stated that there are rails in the track of the Middle Division of the Pennsylvania Railroad, between Harrisburg and Altoona, which were laid down *eighteen years ago*. The excellence of these rails will be appreciated when it is understood that the heaviest tonnage passes over the Middle Division, from the circumstance that much of the coal carried is at Harrisburg transferred to the Lebanon Valley branch of the Philadelphia and Reading Railway. The Baltimore traffic is also at Harrisburg transferred to the Northern Central Railway. The rails alluded to were made at the Phoenix Works, Phoenixville, and we shall be loth to believe that the art to make rails of equal quality has passed away from the managers of these old established Works in less than a generation. Some portion of the fault is no doubt due to the railway managers themselves in their anxiety to buy rails at low prices, in their belief that with a heavier rail less cross-ties are needed, that iron has a strength in proportion to the size of the bar, and the heavier it is the longer it will wear. They did not, and many do not now recognize the importance of the *quality* of the rail; that is, so far as it is confined to the character of the metal and its manipulation while being

made into rails. The iron can be under-worked, leaving too much cinder in it, the common fault, or it may be over-worked, as it is found in practice that the old 45 lb. rail, so remarkable for its wearing qualities, when re-worked into rail loses its original superiority, and is apt to be too soft. The mixture and amount of working needed to give the great wearing qualities pertaining to the earlier make of iron rails, we think rail manufacturers could easily find, if railway managers would pay a fair price for the article when made. Wearing qualities are worth paying for in rails as in everything else. A machine that will last twenty years, doing a given amount of work, is surely worth double that of one that will last but five years. Our remarks are just as applicable to steel rails as to iron. Railway managers must insist upon good wearing qualities, and rail manufacturers may very properly insist upon being well paid for good work.—*Railway Times*.

STATISTICS OF EUROPEAN STATES.—The following table exhibits some of the statistics of the principal European States for the year 1861:

AUSTRIAN EMPIRE.			
Area, sq. miles	211,150	Expenses..	\$183,395,132
Population....	35,018,938	Public Debt	1,195,118,418
Income.....	\$150,794,728	Do. per capita	45
EMPIRE OF FRANCE.			
Area, sq. miles	211,161	Expenses..	\$393,953,806
Population....	37,382,325	Public Debt	1,955,927,000
Income.....	\$394,814,000	Do. per capita.	51
KINGDOM OF GREAT BRITAIN AND IRELAND.			
Area, sq. miles	122,519	Expenses..	\$364,210,295
Population....	37,294,000	Public Debt	410,931,470
Income.....	\$351,418,360	Do. per capita	127
EMPIRE OF RUSSIA.			
Area, sq. miles	2,134,125	Expenses..	\$241,712,600
Population....	69,891,493	Public Debt	1,206,800,000
Income.....	\$214,245,912	Do. per capita	19
KINGDOM OF ITALY.			
Area, sq. miles	98,037	Expenses..	\$161,028,373
Population....	21,728,529	Public Debt	382,362,960
Income.....	\$98,176,004	Do. per capita	22
KINGDOM OF BELGIUM.			
Area, sq. miles	11,402	Expenses..	\$28,356,297
Population....	4,971,177	Public Debt	431,037,000
Income.....	\$9,725,338	Do. per capita	30
KINGDOM OF SPAIN.			
Area, sq. miles	182,713	Expenses..	\$96,745,515
Population....	16,467,340	Public Debt	700,551,514
Income.....	\$96,934,000	Do. per capita	45

A SAILING CARRIAGE FOR THE PLAINS.—We were on Saturday, shown a model of a "sailing carriage," designed for crossing the Plains to New Mexico. It has two upright jib sails, and a sail on each spoke of the two wheels on one side of the wagon, with steering gear acting on the forward wheels, and provision for transferring the wheel sails to the opposite wheels. The inventor is Charles P. Maczowitzky, a German, who has been a sailor, and has since spent several years in traversing the Plains. The long and tedious voyages of the trains led him to think of, and perfect this contrivance, which he seems earnest in thinking must succeed. When the model is placed on a plane and blown upon, it is moved readily by the wind. He relies upon the ascertained constancy of the prevalent winds on the great plains, over the route named. A full-sized sailing carriage has just been finished for him, and is to be exhibited at Fourth and Poplar streets to day. The wheels are 10 feet high, the wagon body shaped like a long boat and hung low, and, with the jib sails, the whole concern presents an odd and formidable appearance. The design is to take passengers and mail matter only—not freight—and it is expected that the carriage will suffice as a boat in crossing streams. The thing is decidedly curious and interesting.—*St. Louis Democrat*.

Krupp's Contributions to the Paris Exhibition.

Krupp's celebrated works at Essen, in Rhenish Prussia, have sent to the Exhibition at Paris a remarkably fine collection of articles of their manufacture. Altogether they weigh nearly 170 tons, and have a total value of about £40,000:—A steel block, cast from crucible steel, having a diameter of 56 inches, and weighing 40 tons. In the centre of the height there are pieces that have been cut and broken out in order to show the quality and soundness of the casting. The upper end of the block is forged into an octagonal shape and the centre part of the head of this ingot is fractured so as to demonstrate the quality of the metal. The casting is intended to be forged under the 50-ton hammer into a marine crank-shaft. All cast-steel productions of this establishment, with the only exceptions of the disk centres for railway wheels, are made from such ingots, of a greater or lesser weight, and of a round or square section, and then forged into their respective shapes. Patent cast-steel railway tyres of crucible steel without welding. The cast-steel tyres form a very considerable portion of the Krupp manufactures, and the yearly production is nearly 40,000, of which over one-third are for English, Indian, and American railways. The invention for this process of manufacture dates from the year 1853. The process of manufacture is this:—Large ingots of cast-steel are forged out into flat lengths, from which are cut rectangular pieces corresponding with the weight of the proposed tyre. These pieces are forged into bars, which are split down the centre to within a certain distance from each end; wedges are then driven into the slot and the bars gradually opened out and worked under the hammer into rings, which are ultimately completed into tyres in the rolling mills.

A cast-steel axle of crucible steel, with forged iron wheel centres and cast steel tyres, without a weld; weight 1,896 pounds. A cast-steel axle, of crucible steel, with cast-steel disk wheels: these last are not made by either forging or rolling, but cast directly into shape. The total weight is 1,623 pounds. A cast-steel locomotive crank axle of crucible steel, with cast-steel disk wheels of six feet diameter, upon the model of the Northern Railway of France. The axle is forged from a large cast-steel ingot; the wheels are cast directly into shape. The weight of the axle alone is 1,835 pounds, and the weight of the whole is 8,074 pounds.

A cast steel junction ring, of crucible steel (angle ring,) for steam boilers. These are made without weld and upon the same method as the tyres. The weight is 483 pounds and the diameter 96 inches. A cast-steel double crank-shaft, of crucible steel, for a transatlantic screw steam. This was forged from a massive ingot of 27 tons under the 50 ton hammer. Its weight in its present finished condition is 9½ tons, its length 25 feet, and its diameter 14 inches. This establishment has supplied a large number of such marine shafts of various weights, principally to the Bremen Lloyd, the Hamburg and New York Steam Packet Company, the Trieste Lloyd, the Royal Mail Steam Packet Company, the City of Dublin Company, and others in England and France. A cast-steel rail 50 feet long, doubled over in the middle until both sides meet. Cast-steel rails form one of the chief objects of manufacture of Krupp's works. They are made from a second quality of cast-steel.—*Practical Mechanics Journal*.

British Possessions.

The Blue Book, in which the Colonial office lays before Parliament statistical accounts of the British Colonial and other possessions, contains this year no less than six hundred and thirty-four folio pages. The volume has become so large that a small annual "Statistical Abstract" has been found acceptable. Our Indian possessions are described as having an area of 956,436 square miles, and a population of 144,948,356; the native States of India (as distinguished from British India) having an area of 596,790 square miles, and a population of 47,909,199, besides which there are in India 1,254 square miles of native States under the French or the Portuguese Government, with a population of 517,149. The area of our North American Colonies is 632,361 square miles, with a population of 3,701,461; and this does not include the vast territory administered by the Hudson Bay Company. Australasia contains an area of 2,582,070 square miles, and a population of 1,599,580; the British West Indies an area of 88,683 square miles, and a population of 1,097,627; the Cape of Good Hope and Natal 119,328 square miles, and 425,676 people; Ceylon 24,700 square miles, and a population of 2,019,728. Our other colonies being added, the general total is an area of 4,427,232 square miles, and a population of 154,810,787 souls; and this notwithstanding some omission on account of returns not received—the aborigines of British Columbia, and some 150,000 persons on the 6,000 square miles of the Gold Coast settlement. The parent State, the United Kingdom, has an area of no more than 160,000 square miles, and a population not much exceeding 30,000,000. The public revenue of these vast possessions abroad was nearly £63,000,000 in the year 1865, the year for which these returns are made; it approaches that of the mother country. Not so the public debt; it is not quite £140,000,000. The tonnage entered and cleared in 1865, exclusive of the coasting trade, was about 26,000,000. The imports into these British possessions in 1865, including bullion and specie, amounted in value to £128,375,053; more than £56,000,000 worth were from the United Kingdom. The exports amounted to £141,368,102; £79,419,659 of these exports went to the United Kingdom. These great possessions sent forth, for the supply of the world in that year, wool to the value of £12,234,580; raw sugar, £7,158,163; coffee, £3,308,963; wool, £3,877,350; fish, £1,668,260. India alone in the year ending April, 1865, sent out raw cotton to the value of £37,573,637. Such is the British colonial empire. Queen Victoria is monarch of all here surveyed. The supply of cotton was of exceptional amount during the great American conflict; but most of even these great figures have already become an understatement, for population, production and consumption alike have increased and are increasing.—*English paper*.

THE SOUTHERN PACIFIC RAILROAD.—The *Shreveport Gazette*, of the 24th August has this significant paragraph:

The Southern Pacific railroad has come to a standstill. Owing to the washing off of the embankments and the defects in the cross ties, the track spreads herself and the locomotives go overboard. To the company we say: acknowledge your inability to keep the road in repair, and sell out to the highest bidder. The experiment is a most signal failure, and you are already bankrupt.

MONETARY AND COMMERCIAL.

As the business season advances the demand for money becomes more active, and the discount houses are employing their means to the full extent of their ability to assist operators in grain and produce. The movement of the crops necessarily employs a very large capital, and for a time draws heavily on the accumulated cash reserves of the great money centres. It is reported that over \$40,000,000 has already been drawn from the New York banks alone for this purpose. The return current of this flow of currency, however, will begin to be felt in the coffers of the banks, and the money market assume its accustomed ease. Rates of discount remain without change, although bankers confine their favors more closely to customers, while those who have no claim on the bankers are forced to rely on outside opportunities. Regular depositors get what they need at 8@10 per cent.

The demand for Exchange is good and rates firm. The following are the usual quotations:

	Buying.	Selling.
New York.....	par	50c@1-10 prem.
Philadelphia.....	par	50c@1-10 prem.
Boston.....	par	50c@1-10 prem.
Gold.....	143 $\frac{3}{4}$	144@144 $\frac{1}{4}$
Silver.....	133@136	138

The operations of the New York gold market is shown by the following daily report of fluctuations:

	Opening.	Highest.	Lowest.	Closing
Sept. 26.....	143 $\frac{1}{2}$	143 $\frac{3}{4}$	143 $\frac{1}{8}$	143 $\frac{3}{4}$
" 27.....	143 $\frac{1}{2}$	143 $\frac{3}{4}$	143 $\frac{1}{8}$	143 $\frac{3}{4}$
" 28.....	143 $\frac{1}{2}$	143 $\frac{3}{4}$	143 $\frac{1}{8}$	143 $\frac{3}{4}$
" 30.....	143 $\frac{1}{2}$	143 $\frac{3}{4}$	143 $\frac{1}{8}$	143 $\frac{3}{4}$
Oct. 1.....	143 $\frac{1}{2}$	143 $\frac{3}{4}$	143 $\frac{1}{8}$	143 $\frac{3}{4}$
" 2.....	143 $\frac{1}{2}$	144	143 $\frac{1}{2}$	144

The condition of the New York money and stock market is shown by the following from the *Tribune*:

Money is active at 7 $\frac{1}{2}$ per cent., and banks and private lenders unite in saying that at this rate the demands upon them are fully up to their ability to supply. Commercial paper sells at 7@9, but lenders prefer call loans, and quick control of capital, to long employments at any rate. At the close of bank hours money was in sharp demand at 7 per cent. and in some cases accounts were not made up until after 3 o'clock.

The Assistant Treasurer is prepared to exchange, for compound notes due Oct. 15 and in December, three per cent. certificates dated Oct. 15, computing the interest of the compounds to the date of the certificate. The latter are on demand, and payable in "lawful money." This mode of payment, in the opinion of bank officers, will render the certificates inadmissible at the Clearing-House, and leave them available only on the reserve. As the compound notes were payable in "lawful money," and the Treasury, in payment, claimed and exercised the right to use National bank-notes or "greenbacks" at its convenience, the banks naturally hesitate to take a certificate for which when pressed for "greenbacks," they may be obliged to take National bank-notes, redeemable nowhere.

If the banks use the certificates at the Clearing-House, they are no stronger than before the Certificates were used. If not used at the Clearing-House, further contraction of loans

will follow a loss of deposits drawn in greenbacks.

Speculators in gold and fancy shares interpret the issue of 3 per cent. certificates, and the report that no plain legal tender were canceled in September, as intervention in behalf of the inflationists, by the Secretary of the Treasury. No finance minister ever stood higher with the speculators on Wall street, than Mr. McCulloch does to-day. Like crows in a cornfield discussing the scare crow, they proclaim that his gun, contraction, is harmless, and that his repeated fulminations about specie payments are nothing but unmeaning letters upon a financial guide-board. If the Secretary is in earnest, why does he not withdraw the petty four millions per month of irredeemable paper, which degrades the currency? The effect of the Treasury policy has been to put railroads like New York Central, paying 6 per cent. in currency, at a higher price than the majority of the 6 per cent. gold-bearing debt commands.

Of the stock market the same paper says:

Government stocks are lower with hardly an exception, with a good supply from speculative holders, whose profits in carrying them under a 7 per cent. money market are much reduced. State stocks are lower, and there is a freer offering of railway bonds. Bank shares are firm. Western Union Telegraph was active, and sold up to 37. The Railway share list was very active under the lead of Erie Common, which sold up to 67 $\frac{1}{2}$, and closed at 66 $\frac{1}{2}$. The result of the annual election, to be held October 8, is stated to be in doubt, and the activity in the stock has close connection with the election. New York Central sold at 109 $\frac{1}{2}$. After the call prices were lower. At the Second Board prices were lower, and finally closed heavy at quotations with a pressure to sell. The closing prices were: New York Central, 109@109 $\frac{1}{2}$; Erie, 66 $\frac{1}{2}$ @66 $\frac{1}{2}$; Reading, 101 $\frac{1}{2}$ @101 $\frac{1}{2}$; Michigan Southern, 81 $\frac{1}{2}$ @82; Cleveland and Pittsburgh, 79 $\frac{1}{2}$ @80; Rock Island, 102 $\frac{1}{2}$ @102 $\frac{1}{2}$; North-Western Common, 42 $\frac{1}{2}$ @42 $\frac{1}{2}$; North-Western Preferred, 66 $\frac{1}{2}$ @67; Fort Wayne, 99 $\frac{1}{2}$ @100.

DISTANCES FROM LOS ANGELOS, SOUTHERN CALIFORNIA, TO PRESCOTT, ARIZONA.—The following are the distances from Los Angeles to Prescott:

	Miles.
Los Angeles to Summit of Cajon Pass....	74
Summit of Cajon Pass to Mohave River....	17
Crossing Mohave to Point of Rocks.....	13
Point of Rocks to Soda Lake	82
Soda Lake to Coyote Springs.....	137
Coyote Springs to Muddy Canon.....	58
Muddy Canon to Walnut Creek.....	29
Walnut Creek to Prescott.....	41
Total.....	451

It is stated that the cannonading at the late English naval review was distinctly heard at Exeter, 150 miles due west of Portsmouth, the wind at the time being westerly. The attention of a correspondent of the *Times* was first called to it at 4:7 p.m., when their was for a considerable time, a continuous roar to the eastward, as of distant thunder, intermingled with the distinct banging of large guns. Another correspondent at Castle Frome, Herefordshire, 120 miles from Portsmouth, states that on the same day some men in a field told him that they heard the sound of cannon, and a cottager's wife said that the window of her cottage rattled, and that the room above her shook as if a person was dancing.—*London Army and Navy Gazette*.

To the Survivors of Andersonville, Libby, Belle Isle, or other Rebel Prisons.

ADJUTANT GENERAL'S OFFICE,
STATE OF OHIO,
Columbus Sept 12th, 1867.

At the last session of Congress, a Committee was appointed to investigate the "treatment of Prisoners of War and Union citizens held by the Confederate authorities during the late rebellion."

All persons in Ohio, in possession of important information upon this subject, are earnestly requested to forward it to Hon. Wm. Mungen, M. C. Findlay, Ohio, or to this office, that it may be forwarded to the Committee.

The information should embrace—
First—The name, age, and post office address of the writer.

Second—If a soldier or seaman, his rank or position, and with what command he served.

Third—A full statement of all facts known to the writer touching his own imprisonment or treatment, and that of others, either soldier or citizen, giving as far as possible, names, places and dates, with names of Confederate officers in charge.

It is the intention of the Committee to make a thorough official history of the subject.

All communications to Hon. Wm. Mungen, will be free of postage.

By Order of the Governor.

B. R. COWEN,

Adjutant General, Ohio.

Auction Sale.

3 LOCOMOTIVES,

4-8 1-2 GAUGE,

At Monument Foundry, Baltimore, Md.,

Thursday 12 M., Oct. 17, 1867.

No. 1.—Engine and Tender complete. Cylinders 15x20 Link Motion. 4.56 in. Drivers connected. Copper Flues. Weight about 23 tons. Tender 8 wheeled. Capacity, 1,800 gallons.

No. 2.—Engine and Tender complete. Cylinders 15x20, Hook Motion. 4.66 in. Drivers connected. Copper Flues. Weight about 24 tons. Tender, 8 wheeled.

Both the above, thoroughly REBUILT by one of the best makers, and ready for immediate use.

No. 3.—Without Tender, as it stands without repairs. Cylinders 18x22. 8-41 in. Drivers connected. Weight about 33 tons.

These Engines or any of them are offered at PRIVATE SALE at low figures, subject to inspection, any time prior to date above mentioned, on which day, unless so disposed of, they will be POSITIVELY SOLD AT AUCTION to the highest bidder, on account of whom it may concern.

For further particulars, address

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BOOKS & STATIONERY AT LOWEST PRICES.

BLANK BOOKS,

Of any desired pattern made to order promptly.

Particular attention paid to BLANK BOOKS and BLANK WORK for

RAILROADS,

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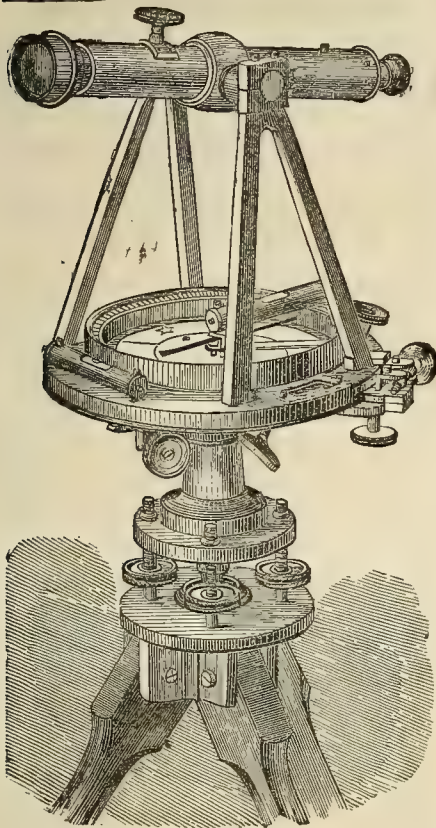
BINDING OF ALL KINDS NEATLY EXECUTED.

Those desiring FIRST CLASS BOOKS can have them done satisfactory at reasonable prices.

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**ENGINEER'S
TRANSITS, LEVELS,
Leveling Rods, Chains, etc.**



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DEALER IN

WOOL & COTTON WASTE,
FOR RAILROAD & STEAMBOAT USE,
STEAM PACKING, ETC.
No. 233 Church Street,

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

Productive Wells all

around them.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

**SUSPENSION
COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. For Tickets over 2 3/4 inches in width.

SIZE NO. OF NO. FORMS.	PRICES.	SIZE NO. OF NO. FORMS.	PRICES.
1 64	\$37	11 64	\$38
2 96	40	12 96	42
3 144	46	13 144	48
4 192	54	14 192	57
5 256	62	15 252	65
6 320	70	16 320	75
7 400	80	17 400	85
8 500	90	18 480	95
9 600	100	19 600	110
10 720	115	20 700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
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All orders addressed to us will receive prompt attention.

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COUPON AND LOCAL TICKETS,

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Late Master Car Builder C.H.&D. & D.&M.

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L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati.
F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indianapolis
[Aug. 2, 1866.]

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Raising Water by steam, yet discovered.

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

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Locomotive can raise water, with its own steam, to fill
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WITHOUT CHANGE OF
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—VIA—

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The Night Express will run as follows:

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLIEN	11.40 "
Leave	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave	9.00 "
Arrive CORRY	10.53 "
Leave	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.0 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts. & Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE
TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

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A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequaled by any Railroad on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

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CHECKS,

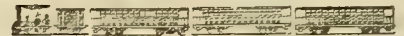
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 60 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SHATTUC, Gen'l Ticket Agt. I. D. RUCKER, Sup't.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 12:00 p. m. On Sundays, one Express Train
at 7:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers from the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. B.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

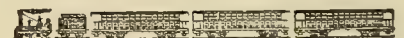
2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

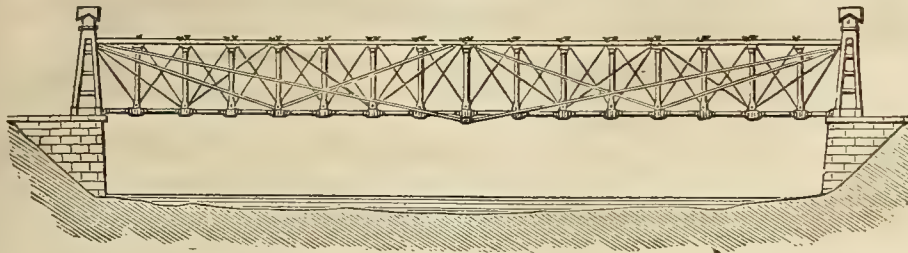
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and for the manning of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish and order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

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AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,

No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
myll

Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:40 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent, myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION

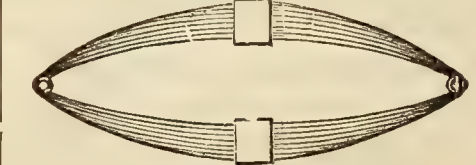
47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg. Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore and the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, Master Transportation, Baltimore.
J. H. SULLIVAN, Gen. Wes. Ag't. Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by CINCINNATI Time.

For all information and through tickets, please apply the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the **RIGHT TICKET OFFICE** before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works
June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 7.35 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M. Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, OCTOBER 10, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 25 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.
DEPART. ARRIVE.
Night Express..... 5:00 P. M. 6:10 P. M.
LITTLE MIAMI.
Lightning Express..... 7:00 A. M. 4:35 P. M.
Express Mail..... 8:30 A. M.
Columbus Accommodation..... 3:50 P. M. 10:20 A. M.
Morrow Accommodation..... 5:20 P. M. 8:00 A. M.
Lightning Express..... 8:00 P. M. 10:35 P. M.
Night Express..... 6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.
Lightning Express..... 7:00 A. M. 7:25 P. M.
Express Mail..... 9:30 A. M. 5:25 A. M.
New York Express..... 8:00 P. M. 8:35 A. M.

MARIETTA AND CINCINNATI.
Depot on Pearl street, bet. Plum and Central avenue.
Baltimore and Washington City
Express and Hillsboro Mail..... 7:30 A. M. 5:00 P. M.
Baltimore and Washington City
Night Express..... 12:35 A. M. 5:50 A. M.
Marietta and Parkersburg Mail..... 7:30 A. M. 5:00 P. M.
Jackson and Portsmouth Mail..... 7:30 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation..... 3:55 P. M. 10:00 A. M.
Loveland Accommodation..... 5:40 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.
Toledo, Detroit and Canada..... 6:00 A. M. 10:10 P. M.
Toledo, Detroit and Canada..... 6:30 P. M. 6:10 A. M.
Richmond and Chicago Mail..... 7:15 A. M. 11:55 P. M.
Richmond & Chicago, Exp..... 5:10 P. M. 1:50 P. M.
Indianapolis & Cambridge City..... 6:00 A. M. 10:10 P. M.
Indianapolis & Cambridge City..... 5:10 P. M. 10:30 P. M.
Dayton, Lima and Chicago..... 3:00 P. M. 5:50 P. M.
Bellefontaine and Sandusky..... 6:00 A. M. 10:10 P. M.
Bellefontaine and Sandusky..... 3:00 P. M. 10:30 A. M.
Hamilton Accommodation..... 6:30 P. M. 7:55 A. M.
Dayton Accommodation..... 6:30 P. M. 10:30 A. M.
Dayton Express..... 5:00 P. M. 6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.
Connersville, Cambridge City and Indianapolis Mail..... 6:00 A. M. 10:10 P. M.
Connersville, Cambridge City and Indianapolis Express..... 5:10 P. M. 10:30 P. M.
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.
Chicago and St. Louis Express..... 7:00 A. M. 8:30 A. M.
Springfield & St. Joe Express..... 1:45 P. M. 4:40 P. M.
St. Louis & Chicago Express..... 7:00 P. M. 12:45 A. M.
Lawrenceburg & Harrison Accommodation..... 5:10 P. M. 8:10 A. M.
Harrison Accommodation..... 10:10 A. M. 2:20 P. M.

OHIO AND MISSISSIPPI.
St. Louis, Cairo & Louisville..... 7:00 A. M. 11:45 P. M.
Louisville, St. Louis & Cairo Ex. 5:45 P. M. 6:10 A. M.
Louisville Special Train..... 3:45 P. M. 1:50 A. M.

CINCINNATI AND ZANESVILLE.
Mail..... 7:00 A. M. 4:10 P. M.
Caboose Accommodation..... 3:50 P. M. 8:00 A. M.

KENTUCKY CENTRAL.
Express..... 6:00 A. M. 6:00 P. M.
Lexington Express..... 2:40 P. M. 10:50 A. M.
Falmouth Accommodation..... 6:30 P. M. 7:10 A. M.

PAN HANDLE ROUTE.
Express Mail..... 7:00 A. M. 6:15 A. M.
Fast Express..... 8:30 A. M. 4:35 P. M.
Pittsburgh & New York Express..... 8:00 P. M. 10:35 A. M.

Trade, Commerce and Growth of Cincinnati.

We have before us the annual statement of the Chamber of Commerce, always a most interesting document. It appears from this, that notwithstanding the difference in currency, which makes the aggregates greater, there is a real and actual increase of trade quite remarkable. This fact is very well represented in the following table.

The comparative values of the imports and exports, the last thirteen years, sum up as follows:

	Imports.	Exports.
1854-5	\$67,501,341	\$38,777,394
1855-6	75,295,901	50,809,146
1856-7	77,950,146	55,642,172
1857-8	83,644,747	52,906,506
1858-9	94,213,247	66,007,707
1859-60	103,347,216	77,037,188
1860-1	90,198,136	67,023,126
1861-2	103,292,893	76,449,862
1862-3	144,189,213	102,397,171
1863-4	389,790,537	239,079,825
1864-5	307,552,397	193,790,311
1865-6	362,032,766	201,830,055
1866-7	335,961,233	192,929,317

In 1863-4, currency was vastly less value than now, so that that year we cannot compare by. Let us take, however, the year 1860-61, the year before the war, as a standard of comparison. Reducing the aggregate for 1866-7 to the gold value, and the comparison is as follows:

	Imports.	Exports.
1860-1	\$90,198,136	\$67,023,126
1866-7	240,000,000	139,000,000
Aggregate in 1860-61	\$157,221,262	
" " 1866-67		379,000,000

Increase..... \$221,778,738

Increase per cent., 140 per cent.

Such an increase in the aggregate trade of a great city in the space of seven years is, we believe, unparalleled. The highest aggregate trade before 1860, was that of 1859, which was \$180,000,000; so that even on that, the aggregate commerce has increased 100 per cent.

Let us now look something into the details of this increase. The "annual statement" gives a serial view of each leading article for several years. Here are some of the principal articles. What is called river navigation has fallen off; but, on the other hand, railroad transportation has immensely increased; which shows the gradual, but sure triumph of steam on land over steam on water. But, as this fact is better expressed in the details of commerce, we shall proceed to give some of them.

CATTLE.—The following were the imports and exports of cattle, by railways, at this place, the last ten years, each year ending August 31:

	Imports.	Exports.
1858	29,566	17,115
1859	43,100	23,615
1860	43,182	20,593

1861	40,585	19,357
1862	37,904	23,467
1863	31,915	16,739
1864	39,152	14,903
1865	54,424	19,070
1866	79,503	31,305
1867	91,496	43,079

In addition to the receipts given above, a considerable number of cattle are driven in from Kentucky and the adjacent counties of this State and Indiana, amounting, probably, to fifteen or twenty thousand annually.

Nearly the whole of these cattle are carried on railroads.

COFFEE.—Of this article, the "statement" says:

There has been a further increase in the trade in this article, the past year, the imports being, in round numbers, 230,000 bags against 211,000 bags the previous year. Prices ruled decidedly lower than they did in 1865-6, and the average price is lower than any year since 1861-2; this is owing, not to any large decline in gold, but to a decline of the intrinsic value of the article itself in the markets of the world. As a leading distributing coffee market, in the United States, this city, as noticed in our last, is next to New York, and this is due to the enterprise of those who deal in the article. They buy on an extensive scale and import it in bond, and are thereby enabled to furnish dealers in the Western cities with coffee on as reasonable, and in many cases more favorable terms than they could obtain it in the Atlantic seaboard market. As considerable amount of the imports the past year came by way of New Orleans in bond to this city. In 1857 the imports of coffee at this place were 102,405 bags, and in ten years the increase has been more than double, being as already stated 230,000 bags.

The following is the table for ten years of coffee:

	Bags.	Bags.
1858	129,129	68,744
1859	143,452	66,617
1860	129,930	90,165
1861	160,683	109,262
1862	117,022	110,258
1863	101,083	104,078
1864	124,729	107,733
1865	173,792	124,576
1866	211,028	141,890
1867	244,855	155,868

This shows an increase of over 100 per cent. in the aggregate.

CORN:—	Bushels.	Bushels.
1858	1,090,236	19,152
1859	1,139,022	28,503
1860	1,346,208	48,867
1861	1,340,690	127,269
1862	1,708,292	141,150
1863	1,504,430	265,934
1864	1,817,046	445,260
1865	1,262,198	342,753
1866	1,427,766	305,873
1867	1,820,955	549,942

Here is an increase of 500 per cent., in carriage of corn.

COTTON.—Ten years gives:	Bales.	Bales.
1858	18,745	19,381
1859	49,946	44,135
1860	78,013	71,344
1861	109,806	105,755
1862	29,692	26,985
1863	58,621	45,998
1864	85,741	79,486

1865.....	88,472	87,485
1866.....	153,698	152,061
1867.....	146,213	141,250
CANDLES AND SOAP:		
	Soap	Candle
	Boxes.	Boxes.
1858.....	51,708	155,250
1859.....	62,790	220,075
1860.....	66,267	175,226
1861.....	69,836	138,234
1862.....	113,687	245,997
1863.....	76,005	263,912
1864.....	63,078	217,412
1865.....	59,810	214,509
1866.....	82,990	249,134
1867.....	98,805	319,225

This is nearly double, and since candles exported are nearly all manufactured here, this table shows a large increase of manufactures in that department.

DRY GOODS.—The increase in this branch of business will be best expressed by the following table of Houses engaged in this business:

Years.	NUMBER OF HOUSES.	
	Wholesale.	Retail.
1856.....	35	159
1858.....	37	168
1859.....	44	194
1860.....	66	199
1861.....	60	167
1862.....	53	182
1863.....	57	129
1864.....	49	133
1865.....	51	143
1866.....	43	132
1867.....	43	135

This table shows no real increase in the Dry Goods business. In point of values, however, there has been; but, probably this business has not very materially increased in the last half dozen years.

1855.....	342,772	199,276
1856.....	546,727	509,061
1857.....	485,089	416,789
1858.....	633,318	609,219
1859.....	558,173	562,139
1860.....	517,229	478,308
1861.....	496,619	426,625
1862.....	588,215	460,574
1863.....	619,710	404,570
1864.....	547,983	393,268
1865.....	671,970	436,186
1866.....	659,046	514,450
1867.....	577,296	412,008

The increase in this article has been in ten years, but 10 per cent.; but the average increase of values is more than double. The fluctuations in the imports and exports of flour are very great; for the reason that wheat is the most uncertain of the cereal plants.

LEATHER:		
	Imports.	Exports.
1858.....	17,587	21,135
1859.....	21,710	24,120
1860.....	19,626	24,018
1861.....	17,460	24,204
1862.....	27,788	30,461
1863.....	31,626	28,024
1864.....	37,262	40,385
1865.....	29,241	42,003
1866.....	38,390	41,805
1867.....	28,457	37,664

A bundle of leather weighs 80 pounds to 100 pounds.

OIL:		
1858.....	16,150	41,525
1859.....	17,975	41,146
1860.....	24,844	50,846
1861.....	43,549	53,803
1862.....	24,025	58,465
1863.....	15,059	78,429
1864.....	11,353	83,740
1865.....	65,348	73,633
1866.....	16,836	106,202
1867.....	15,950	126,957

In the books of the various railways, and the manifests of steamers, there is but seldom any distinction made in the different kinds of oil, and it is therefore impossible to obtain the imports and exports of any one kind separately so that we are compelled to give them under the general head of oil. The imports, however, are chiefly linseed, whilst the exports are chiefly lard oil.

This shows an aggregate increase of 200 per cent.

Hogs.—Table of hogs put up:

1857.....	344,512
1858.....	446,677
1859.....	382,826
1860.....	434,499
1861.....	433,799
1862.....	474,467
1863.....	608,457
1864.....	370,623
1865.....	350,600
1866.....	354,079
1867.....	462,610

This shows but little increase in the hog trade, and such is the fact. Cincinnati is now the centre of a very dense community; and as a country becomes densely populated, the raising of hogs diminishes; and were it not for railroads, the number of hogs put up in Cincinnati would be much diminished.

PETROLEUM.—This is comparatively a new article; and the following table shows its rapid increase as an article of commerce.

The following were the imports of petroleum the last six years, each year ending August 31:

	Barrels.
1861-62.....	21,926
1862-63.....	20,865
1863-64.....	48,131
1864-65.....	50,295
1865-66.....	108,870
1866-67.....	113,077

SUGAR:	EXPORTS.		IMPORTS.
	Hhds.	Bbls.	
1857.....	15,980	21,647	13,270
1858.....	44,976	46,247	29,142
1859.....	58,885	28,359	34,078
1860.....	40,551	37,950	32,433
1861.....	39,452	46,672	36,054
1862.....	18,168	87,345	29,377
1863.....	26,081	71,431	30,962
1864.....	28,317	66,102	34,599
1865.....	23,017	86,390	32,486
1866.....	16,421	136,078	33,602
1867.....	19,253	117,327	20,752

Supposing four barrels to make a hoghead, the import of 1857 was 85,000 barrels; and the import of 1866-67 was 194,000 barrels—which is 100 per cent. increase.

TOBACCO.—The increase of trade in this article is so rapid, that we insert the whole table:

Years.	IMPORTS.			EXPORTS.		
	Hhds.	Bales.	Boxes and Kers.	Kegs and Boxes.	Hhds.	Bales.
1846.....	5,078	655	6,918	1,473	3,803	....
1847.....	6,200	8-2	9,241	9,718	6,011	273
1848.....	4,051	1,323	14,815	9,352	3,812	123
1849.....	3,471	1,311	12,463	7,497	3,3-9	125
1850.....	2,213	8-7	17,772	6,904	4,847	77
1-51.....	3,701	1,697	19,915	18,345	2,856	106
1852.....	11,460	1,996	23,060	24,761	10,821	629
1853.....	7-81	2,478	48,201	31-67	6,902	1,341
1854.....	8,744	3,118	30,235	30,741	9,353	3,370
1855.....	5,209	2,312	24,8-2	26,077	4,968	3,307
1856.....	5,702	2,129	33,924	27,745	5,005	3,075
1857.....	4,837	2,663	40,994	34-98	4,054	5,823
185-.....	4,476	4,603	33,745	22-29	4,588	5,798
1859.....	5,328	6,871	56,330	45,030	4,494	5,594
860.....	6,261	7,239	49,552	49,882	4,074	49,882
1861.....	14,448	7,001	35,455	43,141	14,232	3,971
1862.....	31,914	13,147	37,813	75,908	27,955	7,928
1-63.....	33,261	6,981	31,6-3	65,457	29,736	6,492
1864.....	53,769	14,669	50,063	82,1-1	48,277	22,263
1-65.....	54,359	7,447	22-07	45,955	51,809	12,971
1866.....	43,943	7,754	39,296	51,292	40,065	10,776
1867.....	61,350	424	37,796	57,069	13,493	45,587

This table shows, that since 1860, the imports of tobacco have increased 1,000 per cent., and since 1846, 1,500 per cent. It is now a great business in Cincinnati, and likely to remain so. We see from the tables given above, that the increase of the coffee, sugar, and tobacco trade has been immense. The increase in iron, leather, oil, petroleum, corn, candles, soap, &c., &c., has also been very great. We conclude here our review of the commerce of Cincinnati, and intend in future numbers to review its railroad interests, its growth, and manufactures.

Receipts of the Western Union Railroad Company, for the week ending September 30:

	1867.	1866.	Inc.	Dec.
Freight.....	\$31,427 13	\$18,099 46	\$12,727 67	.....
Passengers.....	5,161 45	5,071 70	89 75	.....
Express and Tel.	570 00	250 00	320 00	.....
Mail.....	375 00	379 91	.....	4 91

Totals.....	\$37,533 58	\$24,401 07	\$13,132 42	
Decrease.....			4 91	

Total Increase.....\$13,132 51

Receipts from January 1, to Sept. 30:

1866.....	\$584,006 81
1867.....	520,339 15

Decrease.....\$ 63,467 66

The following gentlemen have been elected directors of the Chesapeake and Ohio Canal Company: President—Colonel Alfred Spates, of Alleghany county; Directors—Joseph Murry and A. K. Stake, of Washington county; John B. Thomas, of Frederick county; W. Veirs Bonic, of Montgomery county; John H. Barnes, of Baltimore city, and Mr. Pickrell of the District of Columbia.

The Strasbourg line of railway in France has just introduced a new carriage. It is, in fact, a three story carriage. The ground floor is the first class. The second is *au second*, and the third above. It is a great saving of space, and on that line the bridges, etc., are high enough to allow these carriages to pass under.

STREET GAS-LAMPS IN JAPAN.—American enterprise is making rapid headway in Japan. Among the latest proposals of Americans in that far-off country is to light up both Jeddo and Yokohama with gas. There are, besides, projects for railways, telegraphs, and all sorts of improvements; and the Japanese seem to take to these new movements with great relish.

Chesapeake & Ohio Railroad.

This great and important work is likely to be accomplished, and will be perhaps the most important Railroad in America.

Next to Texas, the most important railroad enterprises occur probably in Virginia. This State has been foremost in all works of internal improvement since the war, and considering the limited resources and credit at her disposal, it must be admitted that immense progress has been made. Last week the Virginia Central Railroad was opened to Covington, where it connects with the Covington & Ohio Railroad; the first step towards uniting Louisville and Cincinnati with Richmond and Norfolk. This is a most important work on account of the connecting links that will bring so large a portion of the natural resources of Virginia within reach of both a home and a foreign market—for the establishment of a direct line of steamships between Norfolk and Europe is an important event of recent Virginia development. A portion of this same line is that contemplated between the Kanawha region and Richmond. The Virginia legislature at its last session granted a charter to a company for the construction of this road, which has been contracted for and will soon be commenced. It is intended to tap a region abounding in iron, lead, salt, coal, manganese and other minerals, and bring these products to a market. Virginia is richer than Pennsylvania in natural wealth, and the development of this region is one of the important features of progress in that state.

The Chesapeake and Ohio Railroad, which is a consolidation of these lines designed to connect the commerce of the Ohio and Mississippi with tide water is one of the grandest schemes ever contemplated for the industrial development of Virginia. The city of Richmond has subscribed \$2,000,000 towards the execution of the work. The people of Augusta County are about to vote on a proposition to aid it by an appropriation of \$500,000. Other counties and cities in the State have already taken stock to the amount of \$6,000,000, and it looks as if the work would be completed by capital raised exclusively in that State.

☞ In her mercantile tonnage Great Britain leads the world, with 7,000,000 tons. Germany far exceeds France on this score, being third on the list. In the year 1860 the United States had overtaken England, and stood as the first commercial power in the world. The four years of war sadly reduced her merchant fleet, and now she ranks second, with 5,000,000 registered tonnage.

☞ People boast of success—even the smallest; but we learn wisdom from failure much oftener than from success. "Often," says a philosophical writer, "we discover what *will* do, by finding out what *will not* do. He who never made a mistake probably never made a discovery.

Journal of Railroad Law.

RIDING ON PLATFORM NOT NECESSARILY PROOF OF NEGLIGENCE—OVERCROWDING CARS.

The following law case—which we take from the *Railroad Journal* seems to us to be a very important exposition of railroads,—in cover, which are every day occurring. Standing on railroad cars is an every day matter:

We present this week the case of *Sheridan vs. The Brooklyn & Newton R. R. Co.*, just decided by the Court of Appeals, in which the court were of opinion that it was negligence on the part of the company to so overcrowd their car as to compel a passenger to stand on the front platform, from which he was thrown and injured.

The action was brought by the administrator of a boy nine years of age against the defendants, a company running a horse railroad in Brooklyn, for causing the death of the boy by the negligence and misconduct of the defendants. On the 15th of September, 1864, the deceased having paid his fare was seated with a companion of his own age in the interior of a car of the defendants. The car began to fill up with passengers, and the conductor ordered the boys to get up and make room for adult passengers. They went forward in the car and took other seats, and were again ordered up, and objecting to give up their seats were "put out" of their places by the conductor. The car had by this time become very full "very crowded." The deceased was crowded and pushed by the passengers in the car, out on the front platform, which as well as the inside of the car was full of people. While there, the car being in motion, there was a rush of another passenger to get off, and the deceased was thrown off the car, was run over, and received injuries from which he died. At the close of the evidence the defendants moved for a nonsuit. The court denied the motion, and the defendants excepted.

HUNT, J.—Upon the facts there was a conflict of evidence, and the jury by their verdict, adopted the view claimed by the plaintiff on the trial, and we are to take the same view on this appeal. It is this view which I have given above. The defendants insist that the motion for a nonsuit should have been granted, urging that there was negligence on the part of the deceased, in occupying a position on the platform, and that the defendants were no more responsible, than if the boy had been shot with a revolver or struck with a club by a fellow passenger. The question of the negligence of the deceased, in remaining upon the platform was submitted to the jury, under the instructions hereafter to be considered.

For the present we are to assume that the deceased was upon the platform, by the express requirements of the defendants, and against his own remonstrances, properly so far as the defendants are concerned. If, by a motion of the car he had been thrown from this dangerous position, or by the continued pressure of the large crowd which the defendants had permitted upon their cars, he had been pushed from his standing place, the defendants would have been liable. It does not alter this liability that the wrong of a third party concurring with their own in producing the injury. It may well be, that the young man was not justified in rushing through the crowd, and in aiding in throwing the deceased from the cars, but this does not relieve the defend-

ant's wrong. If they had not removed the deceased from his seat, and compelled him to stand upon the platform, he would have been unaffected by this illegal act of the young man. It was his violence concurring with the defendant's illegal conduct in overcrowding their car, and in placing the deceased upon the platform that produced the disastrous result. It is no justification for the defendants that another party, a stranger, was also in the wrong. Upon the evidence, the jury would also have been justified in finding the defendants guilty of negligence, in that the car was not stopped when the strap was pulled for that purpose. On this branch of the case or on the other, there was no conflicting evidence. There was testimony on which the jury might have found that the bell was rung twice, before the young man reached the platform, and that the driver should have stopped the car. It was quite clear that if the car had been stopped, the accident could not have happened to the deceased in its full extent, as it appears that he was run over by the rear trucks, and there received the injury which resulted in his death. On both branches of the case it was the duty of the court to leave the question of negligence to the jury, and there was no error in denying the motion for a nonsuit. At the close of the evidence, the defendants' counsel requested the court to charge the following:

First. That the fact that the deceased was a child, makes no difference in the application in the rule of law as to the question of negligence. If not of years of discretion he should have a protector.

Second. The evidence showing that the deceased was knocked off the car while the car was in motion, and that none of the defendants' servants contributed to the act the plaintiff cannot recover in this action.

Third. That the deceased was in fault in going on the front platform, and that although the defendants may have been guilty of negligence, yet when each party is guilty there can be no recovery.

The court declined to charge otherwise, than is set forth to which the defendants excepted. The second and third of their requests do not require much consideration. Each of them is open to the objection of assuming as matter of fact, what is not such, and what the jury found to be otherwise.

Thus the second proposition, assumes that none of the defendants' servants contributed to the deceased being knocked from the car, and the third assumes that the deceased was in fault in going upon the platform.

The jury having found that it was the very act of the conductor, in placing him upon the platform, that produced the result, and that he was not in fault at being there. If the second proposition was intended to be limited to the immediate act of throwing the deceased from the car, it was not sound in any respect. The defendants cannot claim more seriously that there was error in refusing to charge the proposition first requested, to wit: "That the fact that the deceased was a child makes no difference in the application of the rule of law, as to the question of negligence, if not of years of discretion he should have a protector." The question of negligence, as here set forth arises upon the conduct of the deceased in taking care of himself, and also upon the conduct of the defendants in regard to the deceased. In the latter view the rule asked for would not have been correct. A sick or aged person, a delicate woman or lame man, or a child, is entitled to more attention and care from a railroad company, than one in

good health and under no disability. They are entitled to more time in which to get on or off the cars, they are entitled to more consideration when crossing a street to the end that the cars shall not run over them. All of these classes are entitled to use the streets and to ride in the cars, and such haste in starting up or such speed in driving as would be reasonable care towards others, might well be carelessness and neglect towards them. The proposition in question also embraces the degree of care necessary to be used by the deceased in taking care of himself. It embraces too much in any aspect, when it requested a charge as matter of law that "if not of years of discretion he should have had a protector." This would be a rule quite too rigid. There was no pretense that this boy was so young as to require a protector. The court did charge, that if the jury were of opinion that the lad was negligent in any way, and his negligence contributed to the injury, the plaintiff could not recover, but if there was no negligence on the part of the boy, and there was on the company, then he could recover. The rule of law was laid down generally, and the deceased, although a lad only, was required to conform to the standard—no exception of discrimination was made in favor of the youth. It was not the province of the court to say, whether what the boy actually did, or omitted, constituted negligence; that was for the jury exclusively. The court could only submit the general question of negligence to the jury, with instructions as to the law applicable to it. No one, whether sick, lame, imbecile, or vigorous and youthful, is bound to exercise all the skill and all the care that the most capable and ready-witted person could command. Ordinary capacity and ordinary care and attention in protecting themselves, is all that the law requires. This each is bound to give whatever his age or condition, and if he fails, he cannot call upon others to supply his deficiencies, or to compensate him for losses arising from its absence. For the general principals that I have laid down, see *Ernst against The Hudson River Railroad Company*, 35, N. Y. Willis in L. I. R. R. Co., 32 Barb. 398 affirmed in court of Appeals 34, N. Y. Rep. 670. *Benigt against New York Central Railroad Company*. I think the case was correctly tried, and that the judgment below should be affirmed.

All concur.

A RACE OF ROAD LOCOMOTIVES.—On Monday morning, August 26, in accordance with a previous arrangement, two road steam carriages—one made by Mr. Isaac W. Boulton, of Ashton-under-Lyne, having only one $4\frac{1}{2}$ inch cylinder, 9 inches stroke, the other, made by Messrs. Daniel Adamson & Co., of Newton Moor, having two cylinders 6 inches diameter, 10 inches stroke—started from Ashton-under-Lyne at 4.30 A. M., for the show ground at Old Trafford, a distance of over eight miles. The larger engine, made by Messrs. Adamson & Co., is a very well-constructed engine, and had a good quarter of a mile start of the smaller machine. The little one, with five passengers upon it, passed the other in the first mile, and kept a good lead of it all the way, arriving at Old Trafford under the hour, having to go steady through Manchester. The engine made by Mr. Boulton ran the first four miles in sixteen minutes. The running of both engines is considered very good. On arriving at Old Trafford, they tested their turning qualities, and both engines turned complete circles of 27 feet diameter, both to right and left, frequently.—*The Engineer*.

Kansas City and Cameron Railway Bridge.

O. Chanute, Esq., Chief Engineer, furnishes the local press with some account of the large bridge now being built by him. It is 1,395 feet long, and 18 feet wide, and so arranged that railway trains and common vehicles shall pass alternately on the same track. Provision is made in the putting down of foundations, so as to eventually widen the bridge should increasing business demand it. The arrangement of spans which has been adopted is as follows:

	Feet.
1 shore span over Pacific Railway.....	70
1 span reaching to channel.....	135
1 pivot drawn span.....	360
1 main adjoining span.....	250
2 spans of 200 feet each.....	400
1 span reaching to north shore.....	180
Total length.....	1,395

It is designed to build the draw bridge entirely of iron, and to open and shut it with a steam engine. This great length of draw is required by the law of Congress, and is fully 60 feet longer than the longest bridge of the kind ever before erected, the one at Rock Island being 280 feet, and that at Clinton, 300 feet long. The plans for the draw have not yet been decided on, the engineers being engaged in comparative estimates of the cost. The other spans will be built of a combination of wood and iron, in which the parts not exposed to fire and receiving strains of compression shall be of wood, while those parts which are either exposed to sparks or cinders from the locomotives, or have to do duty in tension, shall be of iron. The foundations promise considerable difficulties. The river at this point has a general fall of 14 inches per mile, and runs with a velocity ranging from $1\frac{1}{2}$ to 9 miles per hour, with the stage of water. The current is now $4\frac{1}{2}$ miles per hour, yet such is its force, that piles driven down from 12 to 15 feet into its bed, are washed out in three or four days, and cuttings or deposits occur at any obstacles placed in the current to the extent of 15 or 20 feet in as many days. The soundings taken from time to time show that during the spring floods the river scoured out some 30 feet of its bed, and that from 15 to 20 feet of this has been again filled up with sand as the river subsided. The bed rock has been ascertained by borings to extend entirely across the river, but is overlaid on the north side by a deep deposit of quicksand. The deposits in the river, at the site of each of the piers are as follows, at the present stage of water; the numbering being from the south, or city side:

First pier.....	21 feet water and...	2 feet sand
Second.....	25 " " " "	8 " "
Third.....	19 " " " "	23 " "
Fourth.....	10 " " " "	45 " "
Fifth.....	5 " " " "	62 " "
Sixth.....	3 feet above and...	83 " "
Seventh.....	3 " " " "	97 " "

In view of the constant shifting of this sand, it has been decided to go down to the rock with the foundations of the first four piers, and to do this, in such a current, it has been found necessary to originate many new devices, and to invent some new processes. Experiments already made have resulted favorably, and the engineers seem to have full confidence in the success of their plans.—*Railway Times*.

Erie Railway.

The election in the Erie Railway Company has resulted in the choice of a new Board, substantially retaining, however, directors who have been identified with the misfortunes of the corporation for many years. The new Board will operate the property for the benefit of the Boston, Hartford, and Erie road, and the first step will be the guarantee of the Erie Railway of 4,000,000 of bonds for its Eastern and feeble connections. The Eastern road, now in practical possession of the Erie, has had this object in view a long time. That the change in the direction will not be for the benefit of the stock admits of little doubt. The concern is already overloaded with leases, and in no condition to stand this new drain of which the profits will go to the new managers. The following are the directors: Josiah Bardwell, Boston; John S. Eldridge, Boston, President of the Boston, Hartford, and Erie Road, and the probable next President of the Erie Railway; Eben D. Jordan, Boston; Henry Thompson, Boston; James S. Whitney, Boston; *J. C. Bancroft Davis, New York; *Alexander S. Diven, New York; James Fisk, jr., New York; Jay Gould, New York; George M. Gions, New York; *Frederick A. Lane, New York; *William B. Skidmore, New York; Frank Work, New York; *William Evans, London; *Dudley S. Gregory, Jersey City; Homer Ramsdell, Newburgh; Levi Underwood, Vermont. [*Of the old direction] The directors have elected Mr. John S. Eldridge, President; and re-elected Mr. A. S. Diven, Vice-President. Mr. Eldridge is a lawyer of Boston, who has been largely instrumental in the resuscitation and management of the Vermont Central and other roads of similar character. As President of the Boston, Hartford and Erie road, he is largely interested in the completion of that Eastern connection of the Erie, and the promise is given that the road shall be completed in two years' time.—*Tribune*, Oct. 9th.

CAST IRON CAR WHEELS.—Speaking of the locomotive America, sent by the Grant Locomotive Works, of Paterson, New Jersey, says: "The wheels are of cast iron, the truck-wheels chilled, while the driving-wheels have Krupp's steel tyres. Can English engineers believe it that wrought iron wheels, of the best English makes, have been tried again and again on American lines, and abandoned as not being equal in strength and wearing qualities to cast iron wheels? But it will be said that these wheels are enormously heavy. They certainly look so, but every one of those thick spokes, and the rims also of the driving-wheels, are hollow, a network of cores being placed in the mould in casting them. The driving-wheels of the America, five feet two inches across the tyres, weigh each but 1250 pounds, or a little over 11 cwt., irrespective of the counterweights, which weigh 270 pounds. Thus the whole wheel is but one-half heavier than the two and a half inch tyre, which weighs 835 pounds. Why is it, for such is unquestionably the fact, that English engineers no sooner go to Canada than they become firm converts to cast iron wheels? Nearly all the traffic of the Grand Trunk and the Great Western of Canada are now run on cast iron wheels. Of the former line, Mr. Richard Eaton, formerly Mr. Beattie's principal assistant on the London & Southwestern Railway, is the locomotive superintendent, and neither he nor Mr. C. J. Brydges, who is the general manager, and well known in London

will have anything but cast iron wheels. There are a few of wrought iron still on the line, but they are getting rid of them as fast as possible. Curiously, the complaint is that wrought iron will not stand the winter climate, or rather the discipline of a road bed frozen as hard as if it were a bed of granite. We are speaking both of engine driving-wheels with wrought iron or steel tyres, and of chilled truck-wheels for the engines, tenders, carriages and wagons. We have copies of letters from the above named and other Canadian engineers and railway managers, now in our possession, all speaking very strongly upon this point, and we do not doubt that when Captain Tyler goes out, in September, on the invitation of the Grand Trunk Shareholders, to inspect and report upon their line, he will look closely into this question of chilled wheels, about which there is certainly great misconception in this country.—*Engineering.*

The New Artificial Stone.

[From the London Engineering, June, 1867.]

If Mr. Ransome has not found the philosopher's stone, he has at least produced a stone worthy a philosopher, and which promises to become the stone of the ages; for it appears to have the elements of great durability, and it certainly possesses every other quality desirable in building stone, whether for structure or ornament. Although five years are not five centuries, chemistry has analysed even the tooth of time, and can produce, within the period of a comparatively brief experiment, results identical with those of ages of atmospheric corrosion and disintegration. Mr. Ransome's stone has been boiled, and roasted and frozen, and pickled in acids, and fumigated with foul gases, with no more effect than if it had been a boulder of granite or a chip of the blarney stone. It has been boiled and then immediately placed on ice, so as to freeze whatever water might have been absorbed, and it has been also roasted to redness, and then plunged in ice water, but without any sign of cracking or softening, superficially or otherwise. Nor does its durability rest alone upon such evidence as this, for it is of the simplest chemical composition; and chemistry and geology alike testify to the durability, if not the indestructibility, of a stone which is nearly all silica, like flint, and onyx, and agate, and jasper. It has no oxidizable constituent; for silica, or silicic acid, is already oxidized, and thus it is unalterable in air; and as the new stone is almost impermeable, it will suffer little, if any, injury from moisture or frost. We may then, as the lawyers say, "admit" the durability—and if we insist upon further evidence, only posterity, say in the twentieth and twenty-first centuries, can have the benefit of it, and no doubt Mr. Ransome will bequeath plenty of test-blocks for their satisfaction—and the stone is everything else that can be desired of a building stone, or of a stone for external ornament, excepting, of course, that it does not polish.

And how marvelous, for its simplicity and beauty, is the process by which it is made! Some toiling mason or other, hewing in the quarry or in the builder's yard, must have wished, before now, that stone, like iron, might be melted, and run in moulds, even though his own occupation were thus at an end. Did he ever, when by the sea-shore or by a sand-pit, think of cementing indissolubly together the countless millions of grains into solid rock? Mr. Ransome, no mason, however, unless he be, as he may be for anything we know, a member of the mystic brotherhood, *did* think

of this. And he tried every cement he could lay his hands to, and did not succeed. The sand became little else than mortar by such sticking as he could effect. But he found out at last—and we are speaking of a time more than twenty years ago—that the best sand-stones were held together by silicate of lime. And so he set himself to work to produce this substance indirectly, from flints, of which plenty could be found for the purpose. But the flints had to be liquefied first, and how could this be done? Not by heat, nor would caustic soda touch them,—so the chemists said. Flints might be boiled in a caustic solution for a week together, so long as the boiler was an open one, and lose very little by the operation. But by and by Frederick Ransome made one of the most unexpected discoveries in chemistry, viz: that when boiled in a caustic solution, *under pressure*, flints would melt almost like tallow before the fire. But we are not about to give the long history of the invention. With flint soup, or silicate of soda as a liquid, the question was what other liquid would, in mixing with it, turn both into an enduring solid? What other liquid would turn both into silicate of lime—the substance he was seeking? When he found that chloride of calcium (in solution) would, when mixed with silicate of soda, turn both into flint, or something very much like it the road was clear, and the manufacture of stone from sand was as simple and as beautiful a process as the making of Bessemer steel from pig iron by blowing air through it when in the melted state. Chloride of calcium had been, chemically considered, a very respectable married couple, known as Ca and Cl. There was a little bigamy attaching to silicate of soda, but the principal parties to the marriage were silicon and natrium, or Si and Na. But, as has happened before now with organic bodies, these inorganic couples on their introduction to each other, at once ran away with each other's husbands and wives. Si, although still keeping his wife O, took Ca and became silicate of lime, while Cl and Na were like Lot's wife, turned into salt, or chloride of sodium, for their wickedness.

On Friday last, a party of about one hundred and eighty gentlemen, comprising heads of public offices and boards, chemists, geologists, engineers, architects and others, visited the new works of the Patent Concrete Stone Company, at East Greenwich, and adjoining the new steel works of Bessemer Brothers—and this reminds us that Mr. Bessemer has taken an interest, both scientifically and pecuniarily, in the new manufacture. Mr. Ransome showed and explained the whole process of making stone from sand, and exhibited some hundreds of the objects and ornaments, many of them of great beauty, already made to the order of architects and builders of various new buildings in England and abroad.

The sand, a clean-grained, slightly brownish sort, just such as a dishonest grocer might select for increasing the gravity, specific or otherwise, of his sugar, comes from near Maidstone. There is no end to the quantity of it, and we believe it costs less than three shillings a ton in the Thames. There are flints, enough for a hundred years to come, brought up from the Chalk pits at Charlton; and the caustic soda and the chloride of calcium, the latter a waste product of soda manufacture, are bought of the wholesale chemists. The silicate of soda is made from the flints and caustic soda as follows: The flints are heaped upon iron grating within a series of cylindrical digesters, of the material size and form of small steam boilers. A solution of

caustic soda is then added; the digester is then closed steam-tight, and the contents are boiled by steam of seventy pounds, taken from a neighboring boiler, and led through the solution in a coil of iron pipes. The solution of caustic soda is prepared of a specific gravity of about 1.200. The flints are dissolved into "soluble glass," and are drawn off in that state, as a clear though imperfectly liquid substance, which is afterwards evaporated to a treacly consistency and color, and of a specific gravity of 1.700.

The sand is completely dried, at the rate of two tons an hour, within a revolving cylinder, through which hot air is forced by a centrifugal fan. A small portion of finely ground carbonate of lime, say Kentish rag, or even chalk, is mixed with the sand, the more closely to fill the interstices; and each bushel of the mixture is then worked up in a loam mill, along with a gallon of silicate of soda. Thoroughly mixed with this substance, the sand has a sticky coherence, sufficient to enable it to be moulded to any form, and when well rammed, to retain its shape, if carefully handled. In this condition—moulded, of course, and anything that can be done in founder's loam may be done in this sand, sticky with silicate of soda—in this condition it is ready for the solution of chloride of calcium. The instant this is poured upon the moulded sand, induration commences. In a minute or so we hardened little lumps of sand, so slightly stuck together by the silicate of soda that we could hardly keep them from falling to pieces within the fingers, into pebbles so hard that they might be thrown against a wall without breaking, and only a short further saturation was necessary to indurate them throughout. In other words, on the instant of contact, the silicate of soda and the chloride of calcium mutually decompose each other, and re-unite as silicate of lime and chloride of sodium, the former practically indestructible in air, the latter, common salt, perfectly deliquescent and removable by washing, although the stone, after the washing, is impermeable to water. Plaster of paris does not set quicker than silicate of soda and chloride of calcium.

The chloric solution is first ladled upon the moulded sand, and, the hardening going on, the objects are afterwards immersed in the solution itself, wherein large pieces are left for several hours, the solution being boiled in the open tanks by steam led through it in pipes. This expels the air which may have lodged in the stone, and possibly heightens the energy of union with the silicate.

After this the stone is placed, for a longer or shorter time, according to the size of the object, under a shower bath of cold water. This is not, by bathing, to convert it into Bath stone, although were the Bath stone a sandstone, instead of an oolitic formation, this name would do as well as any. The salt, or chloride of sodium, deposited throughout the interstices, is sought out and washed away in brine by the water, and were it not that a portion of undecomposed chloride of calcium was also washed out, this brine might be profitably evaporated for common salt. Now this searching out of the salt by the water would appear to prove that the stone was perfectly permeable, but, by one of those paradoxes with which chemistry abounds, the stone, when once freed from salt, is almost impermeable. The action is one which, if it can be explained at all, can only be explained as one of the phenomena of dialysis, as experimentally investigated by Professor Graham. There is no doubt whatever that salt has been deposited everywhere throughout the stone, no doubt

that it is afterwards completely washed out, and yet the stone as effectually resists the passage of water afterwards as if it were granite or marble.

Tungsten.

The metal "tungsten" was discovered by some Swedish chemists in the year 1781. It has a grayish-white color and when burnished exhibits considerable luster; it is brittle, nearly as hard as steel, and as infusible as platinum. It has only been obtained in a granular form. When heated to redness in the open air, it takes fire and is converted into tungstic acid. The metal was so called from the Swedish word *tung*, meaning heavy, the calcareous tungsten being peculiarly heavy for an earthy-looking mineral. It has also been called *scheelium*, in honor of the chemist Scheele, who analyzed the ore and found it was composed of lime and a peculiar earthy-like substance which from its properties he called tungstic acid, and the basis of this acid was found to contain the metal tungsten.

It is found that tungsten is contained as an oxyd in the ore wolfram, which is a tungstate of iron; and as an acid in tungstate of lime, in which it was originally discovered. The metal is obtained by the reduction of the ore or the deoxydization of the acid.

Tungstic acid is obtained from wolfram by digesting it repeatedly with muriatic acid, to which a little nitric is added toward the last to peroxydize the iron, until the brown powder has passed into yellow, washing well with water, then treating the residue with ammonia, which dissolves out tungstic acid, evaporating the filtered solution to dryness or to crystallization and ignition in the air, by which tungstic acid remains. By simply heating tungstic acid in a stream of hydrogen, metallic tungsten is obtained in the state of a dark gray powder, and it requires an exceeding high temperature to fuse it. When tungstate of lime is simply digested in hot nitric acid, it is sufficient to remove the base and liberate tungstic acid in a state of tolerable purity.

Tungstic acid is a powder of a yellow color, brighter than chrome yellow, insoluble in water, but freely dissolved by causticalkalies. When strongly ignited in the open air or exposed to the rays of the sun it assumes a greenish tint. Tungstic acid has been used in calico-printing, and has been employed as an anti-combustion mixture with starch in the royal laundry of England. As a test, it is treated with hydrochloric acid and digested with zinc, when it yields a blue color.

Metallic tungsten has been artificially combined in alloys with gold, silver, copper, iron, lead, tin, antimony, bismuth, and manganese, but from its great infusibility these alloys are formed with difficulty and have not been applied to any purpose in the arts. Iron combines with tungsten and the alloy has been obtained by heating to the proper point, in a crucible, a mixture of one hundred parts of iron, fifty parts of yellow oxyd of tungsten, and a sufficient quantity of charcoal. After fusion and cooling there will be found a metallic button of a brownish-white color, hard, rough to the touch, and when broken of an even fracture. In some analogous experiments an alloy of the two metals was obtained which forged easily, although slightly brittle, and assumed in forging partially a fibrous and partially a granular texture, and cracked in tempering. An alloy composed of iron '63 and of tungsten '37 is of a whiter gray than iron, shining, hard, more brittle than ordinary cast-iron, and of a lamellar texture. The

mixture of tungsten with common cast-iron produces a very hard metal, which is said to surpass anything known as a material for cutting rocks, and it is further affirmed that crystals of it will cut glass as easily as the diamond. From the experiments mentioned we may deduce the conclusion that the admixture of tungsten only increases the hardness of iron.

Remarkable Discovery of Mines.

The stillness of the virgin forests, which to this day cover a great part of Chontales, would probably not have been broken for generations if it had not been for the discovery of a very productive gold mine, which, until recently, was the property of a Spanish American, and has now passed into the hands of English capitalists. For many years the owner had drawn none but blanks in the great lottery of mining enterprise. He had been one of the first settlers at Libertad, a place which derived its name from a groshop of that name, where everybody had liberty to do pretty much as he liked. One day, when hopelessly embarrassed, a man, with the image of St. Peter, passed the house asking whether anybody wished to offer up prayers to the saint. The poorer classes of Nicaragua do not always give money to these wandering image-bearers, but frequently whatever good things they may have in their possession, such as cocoa beans, chocolate, lumps of sugar, wax candles, &c.; and the wife of the impoverished miner could lay her hands on nothing better than a piece of scented soap. But she promised to present a chalice to the village church if St. Peter would let her husband, who had been so singularly unfortunate in gold mining, find a good silver mine. The husband having fully ratified the vow, both awaited with confidence the asked for intercession. They were not doomed to be disappointed. A short time afterwards an Indian called, and the miner's miserable plight became at once the topic of conversation. "If it is rich stones you are harping after," said the Indian, "I can take you to a place where you shall find enough to last you a lifetime." The offer was gladly accepted, on condition that if the place turned out as rich as represented, the Indian should receive three cows for showing it. Chopping-knife in hand, and a few provisions on their back, the two entered the thick virgin forest which stretches from Libertad to the shores of the Atlantic Ocean. After traveling several leagues, they arrived at a place where the Indians were in the habit of shooting Javalis, a kind of wild boar. "Will this satisfy you?" asked the guide triumphantly. The miner was dumbfounded. After years of fruitless toil and search, he saw at last before him a property combining all the features of a good mine. On the slopes of a hill rising 500 feet above a river-bed, he found a wide lode of quartz rock, rich in silver and gold, and traceable for several miles; magnificent waterfalls available for setting in motion the most powerful machinery, and in every direction timber of excellent quality for mining purposes. This was the now famous Javalis mine, the ore of which up to that time was taken out in small quantities only and ground to powder in mortars cut out of the solid rock of the river bed whenever the Indians required gold for trading purposes. Hastening to register his claims officially, the enraptured miner tried to raise the funds necessary for turning this valuable discovery to account; but his credit was so low that not one of his countrymen would lend him a few dollars to

buy picks and shovels. He would have been obliged to abandon all thought of working the mine, if a generous foreigner had not come forward with the necessary funds, and also stood between him and his relentless creditors, when the richness of the Javalis came to be known. In a short time the miner was able to pay off all his and his father's debts and purchase houses and estates. The chalice promised to St. Peter's shrine was not forgotten. It was made of thirty-six ounces of gold, and by the hands of a German goldsmith.

New Modes of Making Steel.

The Paris Exhibition is particularly rich in specimens of steel obtained direct from pig-iron or iron ore by certain new methods of conversion, recently invented, partly with an intention of avoiding Mr. Bessemer's patents, and partly also with an idea of removing from the iron the noxious admixtures of sulphur, phosphorus, and other elements which have proved unassailable by the Bessemer process, and by most of the other methods adopted for making steel. We have already noticed Mr. Siemens's new plan of making steel direct from the ore in a regenerative gas furnace, and we have noted other applications of the Siemens furnace to the manufacture of cast-steel direct. There are two inventions of this kind in the French department, both represented by some very fine specimens of steel, made by a direct process in the Siemens furnace, and without crucibles. The two inventors, we believe, are now involved in a lawsuit for infringement of patents, although it is difficult to see how either of the two can substantiate any claims with the exception of more or less unimportant details.

The two inventors are M. Berard, of Paris, whose operations are carried out at Montataire, and Messrs. Emile-Pierre Martin, of Paris, the well-known proprietors of the forge at Sireuil, France. M. Berard has the idea of exposing his pig-iron to a protracted series of alternative of decarburizations and recarburizations. He works a quantity of molten pig iron in a Siemens furnace, through which an oxidizing current of heated gas, or a flame containing a surplus of air, is passed. The oxygen of the air is thus enabled to act upon the impurities contained in the iron in the same manner as it does in the Bessemer process. After continuing this action a certain time, M. Berard reverses the process, that is, he introduces a flame which contains a surplus of gas, and is, therefore, capable of parting with some of its carbon, so as to restore it to the liquid iron. By this alternating process M. Berard believes that he is in a position to protract the process of conversion to any desired length of time, and to give the oxygen an opportunity of removing from the mass a greater quantity of impurities than can be got rid of by the Bessemer process. M. Berard makes use of the changes of current required for working the regenerators of the Siemens furnace for effecting his alternating operations. He divides the furnace into two halves, each forming a receptacle for a quantity of molten pigs, the two compartments being separated by a bridge made of fire-bricks. The flame entering the furnace at one side must pass over one mass of iron before it can reach the bridge, and after that it passes over the second charge of iron. The oxygen of the flame is taken up by the carbon contained in the first bath of iron, and the flame is thereby made a reducing one before it passes the bridge; the latter is sometimes also

covered with pieces of coke or charcoal, so as to add still more carbon to the composition of the flame before it passes over the second bath of molten iron. The process is usually carried on so as to have fresh pig-iron on one side, while nearly decarburized material is contained in the second compartment, one change of currents only being made. The fresh flame, therefore, always passes over the crude pig-iron first, and afterwards reaches the decarburized mass which it converts into steel. M. Berard is very far from having as yet got his process into anything like a practical working condition. The small quantity of good steel he has produced hitherto is the pick of a disproportionate amount of failures, and to all those who are acquainted with the difficulty which exists in removing sulphur and phosphorus from the iron by the oxidizing influence of the air, it must appear extremely unlikely that the means resorted to by M. Berard, however protracted their action may be, can effectively serve the purpose for which they are intended. M. Berard also intends to add mixtures of wrought-iron, steel-scrap, and other similar matter to his pig-iron, but for this he has no special claim as an inventor, the process of mixing pig-iron with decarburized iron, or with iron ore, being very old and universally known.

Messrs. Emile and Pierre Martin have introduced a system of steel manufacture which is of far greater practical value and importance, although it contains no more novelty in its abstract principle than the first-named process. Messrs. Martin, however, have succeeded in making their process a commercial success. The Martin process is now in operation at the works of Messrs. Schneider & Co., at Creuzot, at Messrs. Verdier's, at Firmini, and in three or four other French steel-works, and its results are very satisfactory, both with regard to quality of steel produced and to its economical production. Messrs. Martin's mode of operation consists in the following process:—A quantity of pig iron, say a charge of 3 or 5 tons, is melted in a Siemens furnace with a dish-shaped bottom, or it is run into the furnace from a cupola or blast furnace. It is then exposed for about half an hour to a very high temperature, care being taken to keep the flame slightly overcharged with gas, by which means the burning of the fire bricks of the furnace-top is said to be avoided or lessened. After that time a quantity of wrought-iron, scrap-steel, scrap or iron ore, or a mixture of these substances, is added to the mass. These additions are repeated in intervals of about thirty minutes, and they are made at charges of about 2 cwt. at each time. The articles charged into the furnace are all previously heated to redness, so as to avoid any cooling influence upon the liquid mass. The process continues in this manner for about six hours. Towards the end of the operation the temperature of the furnace is raised as far as the nature of the combustion will permit. The quality of the metal produced is carefully tested from time to time by removing a small quantity of metal from the furnace, and casting it into a small ingot mould, the ingot being afterwards tried under the hammer. The operator has thereby at all times complete control over the course of the process. He can judge how near the product obtained at any given moment comes to the desired quality of steel, and he can adjust his operations and additions accordingly. Messrs. Martin have found it advisable, in the production of steel, to follow the same course as has been adopted in the Bessemer process, viz., to decarburize the iron completely at first,

and then to add a sufficient quantity of spiegeleisen to effect the desired combination of iron and carbon.

In M. Martin's process the facility for working up old iron and steel-scrap is a very important point. The conversion of old iron rails and of similar articles into steel has become a great desideratum in our recent practice. In the Bessemer process this is feasible, but the proportion of wrought-iron which can be added to the pig-iron in the converter is comparatively small, and any excess endangers the proper fluidity of the charge. The largest proportion of wrought iron that has to our knowledge been added to a charge in the Bessemer converter was 30 per cent. of old rails mixed with very gray hematite; but then the rails were thrown into a converter at a welding heat, and the pig-iron run upon them immediately. M. Martin says that he can use two-thirds of old rails with one-third of pig iron without difficulty, only the rails must be of good iron, free from sulphur and phosphorus, since the Martin process will no more remove these elements from the iron than the Bessemer process will. Messrs. Martin have produced the same gradation of metals, containing more or less carbon in proportion, as has been obtained by the Bessemer process. They make a "mixed metal," half cast-iron, half steel, the same as Mr. Bessemer uses for his hammer-heads and anvils. They produce tool steel of remarkably good quality, also soft steel or homogeneous metal, and ultimately the very softest kinds of decarburized iron, to which they have given the name *fer fondue*, or "cast wrought-iron." This latter substance is somewhat similar in its nature and appearance of fracture to the homogeneous iron shown in the exhibitions of several iron works in the British section. Messrs. Martin's process seems to be very worthy the attention of British steel makers, and it is very likely to come in as very useful addition to the Bessemer process for working up scraps and old material into marketable steel.—*Engineering*.

AN AUTHORITATIVE RAILWAY GUIDE.—It seems that a prominent subject of attention by the Convention of General Ticket Agents at Niagara Falls last week, was the new American Railway Guide, which the Association intend to issue as soon as it can be brought out, with due regard to the standard they aim at in the work. Directors were appointed, and a publishing committee. The position of editor and general manager of the periodical was offered to Mr. S. F. Pierson, General Ticket Agent of the Cleveland, Columbus & Cincinnati Railroad, at a salary of \$5,000 per annum. It is contemplated to give a large new map with the Guide, as perfect as it can be made, and got up in a style that will make it worth the price charged for the whole book. The superior facilities which the gentlemen of the Association will possess for obtaining the latest and most correct information; the fact that the first object of the enterprise is to make a Guide of real value to the traveling public, and not to realize a large profit, will insure a superior and reliable Guide.

ELECTION OF DIRECTORS OF THE LOUISVILLE & NASHVILLE RAILROAD.—At the annual meeting of the stockholders of this road at Louisville, on Monday, the following gentlemen were elected to the Directory:

James Guthrie, H. D. Newcomb, Russell Houston, J. B. Wilder, W. H. Smith, James Whitworth, J. H. Lindenger.

MONETARY AND COMMERCIAL.

The demand for money during the past week has been active, showing more life in general business, and, notwithstanding the excitement in political circles, some confidence in the future. The inexplicable complications of politics with the finance and business of the country is the bane from which we are suffering; we need only quiet and a settled policy for future government to insure confidence and consequent energy and activity in trade and production. The rates of discount are without change, being 8@10 per cent. to customers, and 10@15 in outside transactions.

The protracted drouth west of the coast range has during the week been relieved by some heavy showers, although not a sufficient amount of rain has fallen to properly prepare the ground for tillage. Farmers, however, are preparing to do the best they can. The appearance of fall grain in Northern Ohio, New York and Pennsylvania, is very promising.

The supply of Exchange is not equal to the demand, hence the market is firm at the quotations:

	Buying.	Selling.
New York.....	par	50c prem.
Philadelphia.....	par	60c prem.
Boston.....	par	5c prem.
Gold.....	143½	144¼@144½
Silver.....	131@137	138

The New York gold market has been firm during the week, until yesterday, when it showed signs of weakness, and resulted in a decline. The following are the daily fluctuations:

	Opening.	Highest.	Lowest.	Closing.
Oct. 3.....	144½	144½	144½	144½
" 4.....	145	144½	144½	144½
" 5.....	144½	144½	144½	144½
" 7.....	145	145½	144½	145½
" 8.....	145	145	144½	145
" 9.....	144½	144½	143½	144½

The *Tribune* says of the New York market:

"Money is 7 per cent. on call upon best collaterals. Commercial paper continues neglected, and sells at 7@9 per cent.

"Government stocks are steady and quite active. State stocks are only in moderate demand. Chicago and Rock Island bonds sold at 91½@91¾. The general share market has been much excited, Erie and New York Central taking the lead. The former sold last night at 70½, opened this morning at 70½, sold down to 67½, rallied to 71, and finally closed at 69¾. The Western shares were firm, but the dealings in them were not out of the ordinary course. At the Second Board the market was steady. After the call Erie broke to 68½, and the whole market was unsettled and closed heavy at quotations. The closing prices were: New York Central, 113¾@114; Erie, 69¾@69½; Reading, 102¾@102½; Michigan Southern, 82¾@84; Cleveland and Pittsburgh, 81¾@82; Rock Island, 103½@103¾; Northwestern, Common, 43¾@44½; Northwestern, Preferred, 67¾@68; Ft. Wayne, 100¾@101."

It is calculated that Pennsylvania contains coal enough to supply 20,000,000 tons annually for the next 650 years.

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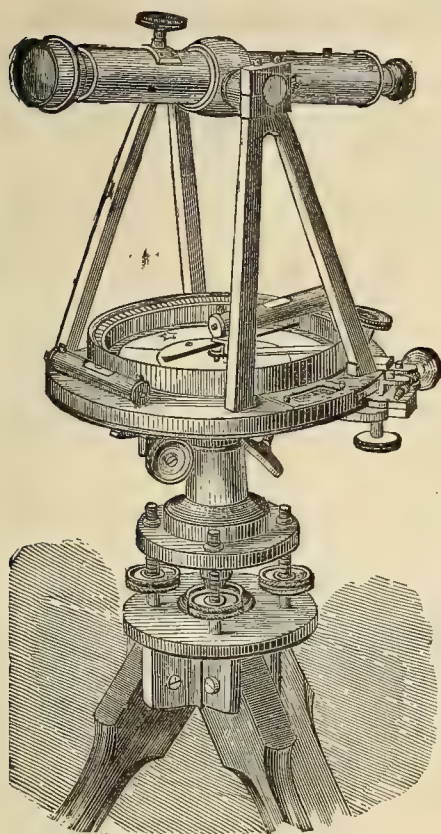
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BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. For Tickets over 2 3/4 inches in width.

SIZE NO.	NO. OF FORMS.	PRICES.	SIZE NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

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It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

ocomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank ;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

As-rever steam power is used ; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circu and other information, address,

STEAM SYPHON COMPANY,
48 Day Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

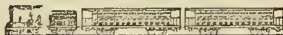
CINCINNATI.

THROUGH
—FROM—
CINCINNATI TO NEW YORK

WITHOUT CHANGE OF
COACHES!

—VIA—

Atlantic & Great Western R'y.



The Night Express will run as follows :

Leave CINCINNATI	5.00 P. M.
Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLON	11.40 "
Leave "	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASULAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave "	9.00 "
Arrive CORRY	10.53 "
Leave "	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.15 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE
TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequalled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE
CHECKS,

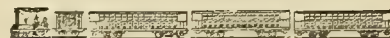
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SHATTUC, Gen'l Ticket Agt. I. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15. foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. B.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 light

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York, to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:49 a. m.; Allentown 12:20 p. m.; Easton at
1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.
Sleeping Cars by this train for St. Louis and Chicago.		

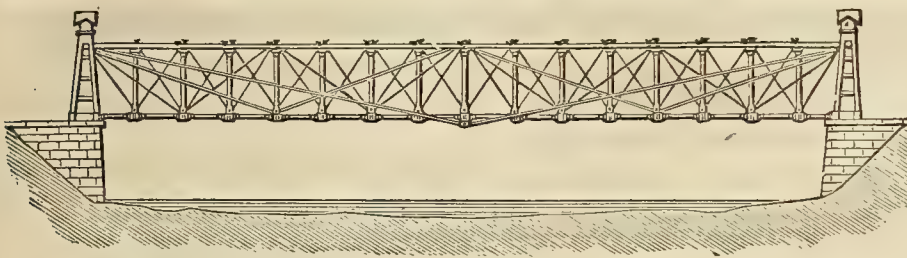
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings, every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

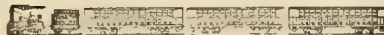
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequaled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.]

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities gives the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to *WASHINGTON CITY*.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wcs. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run *SEVEN MINUTES FASTER* than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnet House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

[AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by CINCINNATI Time.

For all information and through tickets, please apply the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front-street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.
Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, } Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY OCTOBER 17, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	60 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.
DEPART. ARRIVE.
Night Express..... 5:00 P. M. 6:10 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....	8:00 P. M.	6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		

Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Leveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:20 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connorsville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connorsville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.

Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.
Louisville Special Train.....	3:45 P. M.	1:50 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	6:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:30 P. M.	10:35 A. M.

Life Insurance in the United States.

There is a fashion in business as well as in everything else. We wonder much, whether the ancient Egyptian had some of the singular ideas and ways of the modern world. The Hebrews had not, we know. The Scriptures gives us a very clear insight into the machinery, as well as modes of life, among the old Jews. The Prophet Ezekiel tells us also of a great variety of arts and manufactures, which gave wealth and celebrity to ancient Tyre; but among them are none of those peculiar inventions which distinguish the present age. There are silks, fine linen, and Tyrian purple, with the splendors of architecture and the refinements of cookery; but there are no steamboats or locomotives, or photographs, or electro-telegraphs; and we cannot discover there were any Life Insurance, or Annuities; or representative government. In fine, the great old nations used to have everything that was good to eat, drink, and wear, with plenty of houses, chariots and horses; but there were a great number of conveniences, and of useful and ornamental arts, of which they seem to have been destitute. It is doubtful whether in the ancient nation, or even in the mediæval ages, Life Insurance would have been permitted. Why? Because it apparently carries with it the idea of in some way interfering with Providence. And the reverence, or the superstition, if we may call it so, of the ancient ages, would have deemed this almost blasphemy. Perhaps, in getting up a very useful invention, we have lost something of that religious awe (not in this only, but in all things) which gives strength to the religious sentiment. However this may be, we have got a custom now of *betting* on the course of Providence, which in many cases is a good thing, but which in the totality is nothing more or less than mathematical gambling on the course of Providence. For an example, a Life Insurance Company *bets* that A B, will live ten years. If he does not live so long, the Company agrees to pay \$5,000. Now, as there are certainly chances, that the strongest and healthiest man will die in that time, the Company won't make that bet, unless it has a reasonable compensation. A B, therefore, to get the chance for his family, of \$5,000, if he should die in that time, agrees to pay the Company \$100 per annum. If A B, dies in that time, the Company has only lost the excess over the annual payments. On the other hand, if he does not die, it has gained all the annual payments, amounting in ten years to \$1,000. Here, then, is a large bet made on the chances of a life. This bet is made by the Company, on certain tables, which are calculated to show the mathematical chances of life, at a certain age. It is well known, as every year Bills of Mortality show, that out of 10,000 people, so many die at each year of life. Hence, if A B, is 37 years

of age, in ordinary health, it can be calculated just how long he may be *expected* to live. A B, at 37 years may be expected to live about 25 years; hence, the Insurance Company will insure his life for ten years, for a comparatively small sum, increasing of course, with the increase of the sum insured. On this account, Life Insurance is for all persons, who have little else than a salary, a very good provision for a family. A B, is, we will suppose a clergyman, with a wife and two children, and a salary of \$1,500 a year. Now, if he can insure \$5,000 for \$50 per annum, it will give his family an inheritance of \$5,000. But, there is another view of this subject, which deserves consideration. In all gambling, by professional men, the *chances of profit* are largely on the side of the professional gambler. If it were not so, no man would engage in it professionally. In this regard, the Life Insurance Companies are precisely on the same level with a faro bank keeper. It only differs from him in having a useful object, and a good intention. But, the mode and results of the calculation are just the same. Hence, the chances of gain being largely in favor of the Insurance Company, the whole body of the insured, taken together, must be losers. How is it with A B? If he has the chance to live twenty years, and insures for ten years, in all probability at the end of ten years, he will be alive and well. Then, he will have paid \$500, which with the interest will be \$600, for nothing. It is questionable, whether in cases of this kind, it would not really be better to take the \$50 saved each year, and invest it safely for the family. It certainly would, if the family had a small property. In the United States and England the Life Insurance Companies have an immense advantage, on account of the fact, that Life Insurance is calculated on the Carlisle Tables, of nearly a hundred years ago, while the chances of life have since greatly increased. A Table of Life Insurance in the United States, shows the following results:

Companies.....	55
Number of Policies in force.....	349,322
Amount Insured.....	\$966,864,895
Assets.....	108,997,543

This shows that about 350,000 persons in the United States have insured their lives; and that the *average* amount of a policy is a little less than \$3,000; and that the *assets* are about a *ninth* part of the amount insured. This is no doubt enough, because the chances being decidedly in favor of the Companies, they are seldom called upon to pay losses. The chances in favor of an ordinary, what is called respectable—faro table—are calculated at 15 per cent. in favor of the bank. We have no doubt the profits of Life Insurance Companies are really greater. Some evidence of this may be found in the fact, that in the year 1867, no less than *twenty-three new companies*

were formed. Adding these to the old ones, and looking to their localities, we find them distributed thus:

In the State of New-York.....	33
In New England.....	21
In Pennsylvania.....	6
In the West.....	18
In the South.....	6
In other States.....	4

This includes the Accident Insurance Companies, which are only a modification of the others. The very rapid increase of these companies proves the conviction, in the minds of monied men, that this is a very good way of accumulating money. We believe the fact to be, that the rates of insurance charged are unreasonably high. No investigation is made into the matter, because those who are insured know nothing about it; and, in truth, the insurer hardly knows more, for all the calculations are made on the basis of the Carlisle tables. These tables were calculated by Dr. Price, we believe, on the bills of mortality for the town of Carlisle, in England, about a hundred years ago. Now, there is no fact more certain, than that the average length of human life has increased since then. Epidemics are less fatal; medical science is greatly improved; and above all, the food, clothing, and dwellings of the great mass of people are decidedly better. Hence, human health and life are improving. The Carlisle tables made one hundred years ago are really erroneous and the error is decidedly in favor of the insurer. If things continue as they are in this department of business, one of two things will take place, either laws will be enacted regulating the mode of calculation, or the companies will multiply so fast that competition will bring down the rates. Life Insurance, applied in those cases in which some provision for a family otherwise destitute can be made, is undoubtedly useful, and may safely be encouraged. But, it should not be forgotten, that it is liable to great abuses. It is one of the forms in which capital may be employed to reap great profits; these are legitimate, and in which, if the managers are dishonest, great frauds may be committed.

WESTERN UNION RAILROAD.—The annual meeting of the Stockholders of the Western Union Railroad Company, was held on Wednesday, Oct. 9th, at Racine, Wis. The Directors elected for the ensuing year were as follows: Richard Irvin, S. P. Nash, R. G. Rolston, and Jacob S. Wetmore, New York; Geo. A. Thomson, Henry T. Fuller, Darwin Andrews, and John Wilson, Racine, Wis.; Edward P. Barton, Freeport, Ill.; Wm. Shannon, Shannon, Ill.; D. W. Dame, Lanark, Ill.; H. A. Mills, Mt. Carroll, Ill.; E. Northey, Shannon, Ill.

At a meeting of the new Board of Directors, the Officers of the previous year were unanimously re-elected, consisting of G. A. Thomson, President; H. T. Fuller, Vice-President; W. V. Baker, Secretary and Treasurer.

The Financial Situation.

The financial condition of the country, so far as the active business and producing portion of the people are concerned, is unsatisfactory. This is apparent to all thinking minds both at home and abroad. The truth is, we are financially and politically sick, not from bodily ailment, but we are theorized and doctored and politicianized almost to death. The great difficulty in the case financially is, the position occupied by the Secretary of the Treasury, rendered necessary during the exigency of the great national struggle, of his being the greatest banker, broker, operator in stocks and speculator in securities, in the World. The evil originates, we repeat, in the continuance of this position by the Secretary—the time having passed when it was necessary for the exercise of those extraordinary functions. What the government now needs is a Treasurer, not a broker, not a banker, not an operator in stocks, nor a speculator in securities or gold, but a *Treasurer*! A receiver and payer of money, and whose duty it should be to carry out such fixed policy of cancelling the public debt as Congress may direct and place within his power.

The enormous accumulations of gold in the Treasury is not necessary for the safety of the government, and certainly must add to the premium on the precious metal, increasing the cost of goods and the indirect taxes of the people at a fearful rate. That the means in the hands of the government should be used to the best advantage for the extinguishment of the public debt is a correct doctrine; but the *shave* that the Secretary obtains on his surplus gold, when he goes into the market to sell, results in double that amount being filched from the pockets of honest traders, cannot admit of doubt. And, we insist, that the true policy is to curtail the powers and duties of the Secretary to their legitimate sphere of a Treasurer, and to leave the onerous duties imposed on him, of broker and speculator to be pursued by those of less gigantic power and more limited means.

This can be most effectually accomplished by adopting the suggestions we have so frequently made during the past year or two, of elevating the standard of the greenback currency by making it the currency of the government as well as of the people, so far as is consistent with the necessities of the Treasury. We do not intend to be misunderstood, that we are in favor of the government adopting a policy that will force it into the market as a purchaser of coin; but even this would not have a more injurious effect on the trade and commerce of the country than the present pernicious system of hoarding the precious metals and then suddenly throwing large amounts upon the market.

The Secretary of the Treasury knows the amount of gold that will be sufficient for the

wants of the government for any fiscal year, and always furnishes Congress with estimates of the expected revenue. Assuming these estimates to be reliable, a proper *pro rata* of the customs now required to be paid in gold could be paid in greenbacks, and the currency of the people dignified as also a "good enough" currency for the government. That this would result in reducing the demand for *cash* gold, cannot be questioned, and would consequently reduce the premium. There would be at least fifty or sixty millions more of the now pent up treasure constantly on the market, or in the vaults of the banks, and the vacuum in the government Treasury would be filled with greenbacks. The wide difference now existing between their value would be materially lessened, and we should approximate a great stride towards the specie standard. It would, without reducing the volume of currency, be an actual contraction of the currency to the amount of currency required to supplant the gold in the Treasury vaults, and it would furnish *cash* gold in *quantum sufficit* to enable the banks at no distant day to assume specie payment. To sum up the entire argument—the actual demand for *cash* gold would be lessened, and the supply of the precious metal increased—the standard value of the greenback currency elevated as near as possible to that of gold, and the prospects of its redemption in coin brought within the vision of the present generation.

The assertions of *Thompson's Bank Note Reporter* that "for the sake of the country Congress should settle the financial question one way or the other during the first ten days of the session," and that "specie payments can be resumed in three months if Congress so resolved," is not far from being correct; although we cannot agree with that standard authority in finance, that "continuous contraction will lead to resumption, despite the rise in gold." The volume of currency is not greater than is required to economically conduct the business of the country, and we should regard it as a great public calamity to supplant greenbacks with irredeemable, unapproachable bank trash. The people are satisfied with the class of currency now in use, and have no desire to abolish it; but we do insist that it is the duty of government to elevate its standard and dignify its character as much as possible.

Receipts of the Western Union Railroad Company, for the week ending October 7:

	1867.	1866.	Inc.	Dec.
Freight.....	\$19,952 55	\$15,718 60	\$4,233 95	.....
Passengers	6,423 40	4,155 45	2,267 95	.....
Express and Tel.	570 00	250 00	320 00	.....
Mail.....	375 00	379 91	.....	4 91
Totals.....	\$27,322 95	\$20,503 96	\$6,818 99	4 91
Decrease.....	.....	.....	4 91	.....

Total Increase \$6,818 99

Receipts from January 1, to Oct. 7:

1866.	\$804 510 77
1867.	547,862 10
Decrease.....	\$ 56,648 67

North Pacific Railroad.

The readers of the RECORD have ever been familiar with our advocacy of progress and development of the resources of the country; not of any one section only, but of all. Especially is this true in reference to those advancements produced by the construction of railroads through the uninhabited, or rather undeveloped portion of the public domain, connecting great centers of commerce and opening up avenues of trade across the continent on our own territory. We have ever held that it was the real interest of the government to construct or very materially aid in the construction of several railroads to the Pacific, and thereby develop its entire dormant but exceedingly rich mineral territory.

A wise and abundant provision has been made for the Central route, and also for some other branches pointing to it. But this is not sufficient. It will merely develop one sinuous trail across the continent, through the most difficult portion of the Sierras, as well as being the longest route to the Pacific.

The importance as well as necessity of a Southern connection with the Pacific to the whole country cannot be over-estimated, especially will this be the more apparent when "manifest destiny" shall be more fully developed, and the Northern States of Mexico are added to the domain of the "Great Republic." It is true there is but one San Francisco on the Pacific coast, and it is also true there is but one New York on the Atlantic shore. Yet there are other ports on both coasts that either are or can be developed with advantage.

Similar remarks apply with equal force to the extreme Northern route, and what was regarded a few years ago as a chimerical idea must soon, by the force of circumstances, become a fixed fact. The development of Minnesota, Dacotah, Montana and Washington and Oregon, as well as our new territory of Alaska, all demand the construction of the North Pacific Railroad, for which no provision, or what is equivalent an inadequate provision, has been made by Congress.

This is not as it should be; equal provision should be made for all, not as mere tributary branches to the central trunk road, but as independent through arteries of commerce, having widely separated termini on both the Atlantic and Pacific shores. Were it not that there has heretofore existed a spirit of rivalry and opposition between the advocates of each particular route, all would have to-day been equally advanced in construction, for Congress was disposed to do what was right and liberal towards all routes. Whatever modifications of charters and grants may be needed by each, Congress will, we doubt not, grant; provided it is not opposed by the supposed rival routes. We therefore suggest the pro-

priety and importance of a full and free exchange of views between parties representing all interests, at some time before Congress meets, and an agreement as to the plans of operation. The vast energy displayed by the Central, the Union, and the Union Pacific, E. D., in the construction of their respective roads, commands the admiration of the world. But while it is supposed that the Central and the Union Pacific have got all the legislation they need, which may or may not be true, it is not the case with the Northern and the Union Pacific, E. D. It is in the last road that Cincinnati is most directly interested. It is the only route that points in a straight line to our city, and is being constructed by our townsman, R. M. SHOEMAKER, as Engineer in Chief. It is entitled to, needs and should receive all the moral aid and sympathy not only of the States immediately to the west and southwest of us, of the Territories on the line of its route, and of the States between us and the Atlantic seaboard, but more especially should Mr. SHOEMAKER and his road receive the support of the great central portion of the country. This, however, will be but of small avail unless there is a unity of action and an absence of that bitter conflict of interest that has hitherto characterized the appeals of the different routes for the liberality of Congress. When we speak of liberality we do not intend to be understood that Congress, in *charity*, donates a fund; it merely acts the part of wisdom and prudence in expending a portion of the public revenues, or rather, of loaning the public credit to improve the vast estate and develop the resources of the public domain. This is but just—why should citizens be asked to expend or jeopardize their private fortunes to make valuable and bring into market the public lands? This is unreasonable; hence, we say, that Congress is in duty bound to provide the means to develop and improve its own estate. This would be but very imperfectly done by a single road across the continent, and will leave enough yet to do for individual enterprise when Congress has constructed half a dozen.

In reference to the necessity, importance and value of the Northern route the *Helena (Montana) Herald* of Sept. 19th, says:

Of the entire practicability of the proposed road, so far as exploration and surveys thereon have already been made, we presume there is now no doubt. The only question which at this time is raised by the enemies of this line, we believe is the feasibility of crossing the Cascade range, and as a competent party of engineers are now examining the Cowlitz and other passes of this range, we may soon expect to hear such a report from this party as will forever silence those who, from motives entirely selfish, have waged an incessant war upon the Northern route.

One of the best and soundest reviews of the Northern Pacific Road which has yet come under our observation, we find in the *Dallas (Oregon) Mountaineer*, of the 24th ult. We do not know that we can do better than to incorporate a portion of it in this article, believing

that a perusal of it will amply repay our readers: "Is the Northern Pacific Railroad a myth—a scheme for the aggrandizement of a few persons? Or is it to eventuate in a tangible actual road? one of the great highways of the nation, if not the greatest; a blessing to mankind, an eternal monument of the high civilization the people of this century and continent have attained; a bond of intercourse between either side of the continent through which the commerce of the world must flow? Let us before accepting the usual arguments advanced for or against any great enterprise either individual or natural, take a retrospective view of the subject as it stood ten years since. At that time all the great cities on the Atlantic seaboard were pushing west, and exerting themselves, through the advancement of their railroad connections, to get a controlling power over the inland cities, that by and with their aid through Congress, they could assure themselves of governmental assistance to control a line upon which a Pacific Railroad should in future be built. Charleston, South Carolina, tapped Memphis, Tennessee; Norfolk and Baltimore tapped through Washington City and Richmond, Va., Nashville, Tennessee, and by a contemplated short line, purposes, eventually to tap Memphis; but after a survey, found that Cairo, Ill., or as near as could be approached by them, was better, then return upon their own track and fly off on a tangent to Little Rock, Arkansas; thence southwest unto the thirty-fourth degree of latitude—their objective point being San Francisco. By leaving their own parallel of latitude and going to Cairo, Baltimore hoped to cut off New York and Boston through the Illinois Central Railroad, and by going to Little Rock, cut off Charleston via Memphis, having already finished her Wheeling road to the Ohio river, and through her combinations north, was drawing great commercial prosperity. The citizens of that city were looking forward to the day when they could pluck the metropolitan laurel from New York. Boston capitalists in the meanwhile were not idle; New York was sapping every possible avenue through which Boston drew her sustenance; Chicago, Ill., and Milwaukee, Wis., were becoming places of note, commercially; Boston owned the great artery which bled them. The Michigan Central, Lake Erie steamers, New York Central, and the Canadian lines were quoted in Wall street, but were controlled in Boston. New York expanded, and by air lines, broad gauges and Lake Shore roads in connection with the Erie, again stripped Boston and crossed the Mississippi river, touched the eastern bank of the Missouri on the fortieth parallel and balted. In the meanwhile, Baltimore and Charleston had entered into a treaty of amity, and were pushing west on the thirty-fourth parallel; had broke ground, and amid the sneers of their wealthy northern neighbors, were exerting their influence among the stockbrokers of Europe, and were partially successful, and would have been wholly so had not a citizen of Washington Territory accidentally went to Boston and interested himself sufficiently to explain the advantages to commerce a northern road would be, and the almost insurmountable obstacles a southern road would have to overcome. A Committee of mercantile men had our Washingtonian before them, heard his statement, and forwarded it to Europe by an outgoing Cunarder, and that ended the negotiations for a loan in London for the Southern Pacific. In the meantime, St. Paul, Minnesota, began to be a place of importance; the great desert, as it was called, was beginning to be a little better

known, and Boston with one eye on St. Paul and the other on the forty-third parallel, ran out and located Sioux City, Dacotah Territory, at that time a part of Minnesota, further west than any of her rivals. There another halt was made; in fact, all efforts for a Northern Pacific Road for a time ceased by reason of the official report of obstructions on the route, the efforts made by California to control the road, the discovery of gold in Colorado, and the rebellion. The peopling of Colorado and the want of rapid communication with that Territory, determined and fixed the initial point of the great central line at Omaha with the same certainty that the commencement of the road in California fixed the terminus at Sacramento for a time. We now return to the Northern Pacific Road, and for the want of space must be concise. The same influences that actuated the building of the Central road, and the commencement of the Southern road are now favoring the Northern line, namely: the discovery of the vast mineral deposits of Montana, and the agricultural resources of Minnesota, Dacotah and Montana; and if there were no other, the foregoing, connected with the lumbering of Washington Territory, would be sufficient to insure the adoption and early completion of the line. But let us examine the Asia side of the question and see where that will bring us. Take a map of the world and put your finger on the China Sea below the twentieth parallel, now up you go into the Gulf of Formosa; about the twenty-fifth, the Blue Sea, thirty, Yellow the same, the sea of Japan brings you north to forty, nearly two degrees north of San Francisco; from these you make sail for San Francisco direct, and your vessel, either clipper, ship or steamer, makes a nothing of from five to seven degrees to take advantage of the wind and currents, until you are within some two hundred miles of the straits of Fuca, and are twelve hundred miles from your destination: on a steamer it is but a short run, on a sailer oftentimes six weeks. Thirty hours of the time would have landed the vessel at the head of Puget Sound; bulk would have been broken and the cargo in transit across the continent in twenty-four more. Without all those advantages the road is a fixed fact. Our judgment teaches us material truths by the action of others, if not, why would Chicago (one of the greatest commercial centres of modern times,) be reaching out for an air line railroad to St. Paul; miners or San Francisco capitalists volunteer to furnish our Willamette friends with a railroad through the valley free of cost? Is it because they require the valley trade particularly? Not at all, they see the handwriting on the wall, and interpret it aright. Their Yokohama steamers dragged the scales off their eyes, and they are up and doing while it is yet time. We have watched the oscillations of the Northern branch of the Union Pacific Railroad with considerable interest. At one time it was going to Denver, at another direct to Salt Lake, then it looked towards Montana, then Boise City; all of which was done evidently to keep back and retard action upon the Northern road; but the scare is over, and the Directors of that line have let slip, after all their advantages of seven hundred miles of finished road, the control of the Asiatic trade. That they will do the business for a term of years we do not deny, but we do assert that they cannot keep it."

We are glad to see that the press of those States and Territories interested in the building of this great Road, are fully alive to the importance of the enterprise, and are now ably seconding the efforts of the board of managers

of the Road in urging upon the country the great necessity which now exists for its immediate erection. The labors of the friends of the road will, until the object be accomplished, in the main be directed towards securing aid from the General Government in the shape of subsidies—such as were granted to the Central road. This, we all hope, will be obtained from Congress next winter; and so soon as subsidies are guaranteed to the projectors of the road, its erection will be but a mere question of time.

The Peninsular Railway.

(From the Battle Creek Journal.)

The Peninsular Railway Company was incorporated under the General Railroad Law of the State of Michigan, on the 30th day of August, A. D. 1865. The survey of the line was commenced April 23d, 1866, and was completed June 13th. During the summer of 1866, subscriptions to the Capital Stock, and pledges of credit, by Municipalities along its line were made to an amount more than sufficient for its construction, and in the month of October, in the same year, the contracts for the construction of the road-bed, ready for the iron, for the entire line, were let to responsible parties, and, at this time, a large part of the work is completed, ready to receive the superstructure.

The line commences on the Jackson, Lansing & Saginaw Railroad track in the city of Lansing, the State capitol, and, at that point connects with the Port Huron & Lake Michigan Railroad, and passes thence on a South Westerly course, through the villages of Charlotte and Bellevue, in Eaton County, to the city of Battle Creek, in Calhoun County, a distance of forty-five and thirty-two hundredth miles. An extension of the line, from Battle Creek, passing through Climax, Schoolcraft, Cassopolis and Edwardsburgh, to the State line, between the States of Michigan and Indiana, in the direction of Mishawaka and South Bend, in Indiana, was organized in October, 1866. That line has been surveyed and located; its length, from the city of Battle Creek to the Indiana line is sixty-three and sixty-three hundredths miles, making the entire length of the line of the Peninsular Railway, from the city of Lansing to the Indiana state line, one hundred and eight and ninety-five hundredths miles.

The right-of-way upon nearly the entire line has been donated, and the remainder purchased at almost a nominal price. The necessary means for grading, tying and preparing the road bed for the iron between Battle Creek and the State line of Indiana, are already raised, and the contracts will be let during this Fall, and the entire line will be ready for the iron by Sept. 1st, 1868.

The Peninsular Railroad Company of Indiana, was incorporated under the General Railroad Law of Indiana, in 1866. It commences on the State line between Michigan and Indiana, making a continuous line with the Peninsular Railway of Michigan, and passes through Mishawaka, South Bend, Laporte and Valparaiso, and thence to the Illinois state line in the direction of Chicago. A portion of that line is surveyed, and the means necessary to prepare and tie the road bed ready for the iron is already pledged and subscribed. Its length is eighty-one miles. The distance from its termination in Chicago is twenty-two miles.

The total amount of curvature on the line between Lansing and Battle Creek, including that made in passing into and through the ci-

ties and villages is only five and eighty-three hundredths miles, and between Battle Creek and the Indiana state line, but two miles, the radius of the curves being 2,855 feet. Between the stations there is no curve exceeding one degree. Three-fourths of the curvature on the entire line is made in passing into and through the cities and villages. The heaviest grade is forty feet to the mile, and those very short, running only a few hundred feet, each, and on tangents, and not on curves. The entire line between stations is substantially a succession of air-lines, which combined with light grades, would enable trains to run at a much higher rate of speed, and with less motive power, and wear and tear of road and machinery than on most other roads in the country.—A twenty-two ton engine on this road would do the work of a thirty ton engine on roads of heavier grades and sharper curves, and with much more safety.

From Battle Creek to Charlotte, a distance of twenty-six miles, the road-bed, bridges, culverts, &c., are completed, and the ties are delivered, ready for laying the track, and, also, from Washington Avenue, in the city of Lansing, to the line of Eaton County a distance of four miles, leaving but fourteen miles to be completed, upon which section, at least one-third of the work is done, most of the ties and timber are delivered, and will be entirely ready for the iron by May 1st 1868.

For the purpose of showing the position and importance of the Peninsular as a section of a "through line" between Port Huron and Chicago, and of its business connections and local traffic, it will become necessary to describe briefly the Port Huron & Lake Michigan Railroad. That road commences at Port Huron, on the St. Clair river, and passes south-westerly through Lapeer and Flint to Lansing where it crosses the Jackson, Lansing & Saginaw Railroad, and connects with the Peninsular Railway. That road is composed also, of a succession of air-lines, and grades less than forty feet to the mile. Its length is one hundred and ten miles.

On the second day of August, 1867, an agreement was entered into by and between the officers of the Port Huron & Lake Michigan Railroad Company, the Peninsular Railway Company, the Peninsular Railroad Extension Company, and the Peninsular Railway Company of Indiana, binding those companies to a business consolidation for the purposes of through business, between Port Huron and Chicago leaving the management in the several Boards of Directors, so far as local business is concerned, and, for all practical purposes, making it a consolidated through line. The necessary legal steps are now being taken, and will soon be completed to consolidate the Peninsular and Peninsular Extension Companies into one, both being now under the same management and control, and were originally intended to be consolidated into one company.

This contemplated line of Railway, between Port Huron and Chicago, makes several important crossings of other roads, already in operation and in process of construction, and will, eventually have several valuable connections with roads now in operation, and contemplated saving it the necessity of constructing or aiding lateral branches, as feeders to its business.

Near Port Huron, it intersects the Grand Trunk Road, leading from Detroit to Fort Gratiot, opposite the Depot of the Grand Trunk Railway of Canada. At Flint, it crosses the Flint & Holly road, leading from Holly to Saginaw; at a point between Holly and Owas-

so the Detroit & Milwaukee Railroad and at Lansing, the Jackson Lansing & Saginaw Railroad, leading from Jackson to Saginaw. At Charlotte, it crosses the Grand River Valley Railroad, now being constructed from Rives Junction, on the Jackson, Lansing & Saginaw Railroad, and leading to Grand Rapids. At the city of Battle Creek, it crosses the Michigan Central Railroad; at Vicksburg, in Kalamazoo Co., it crosses the Grand Rapids & Indiana Railroad, now being built from Fort Wayne by way of Kalamazoo and Grand Rapids, to the Straits of Mackinaw; at Schoolcraft, it crosses the Kalamazoo & Schoolcraft Road, leading from Kalamazoo to White Pigeon, on the Michigan Southern & Northern Indiana. It will cross the Michigan Southern at South Bend, in Indiana, and the Chicago, Pittsburgh & Fort Wayne at Valparaiso, and from South Bend continue into Chicago south of the Michigan Central, and Michigan Southern and from Valparaiso the Chicago, Pittsburgh & Fort Wayne Road, and striking the Great Eastern at or near the line between the States of Indiana and Illinois. At Port Huron this line will have the advantage of doing business eastward, over both the Grand Trunk and Great Western of Canada. A road is now in operation from Indianapolis, by way of Peru, to or near Plymouth, in Indiana, and it is contemplated, within the coming year, to extend that road to South Bend, to make a connection with this line, making a complete connection via Indianapolis, with Cincinnati & Louisville, on the Ohio River.

A charter for a company in Illinois has been granted for the construction of a road from Joliet, through Mendota and Prophetstown, to any point on the Mississippi River, from Rock Island to Fulton, and from Joliet, east, to connect with any road extending eastward, and upon which it is understood, that about \$300,000 has already been expended. In case that road should be built, it would furnish a short and direct connection with the Union Pacific at Fulton.

The Hamilton, Lacon & Eastern R. R. starts on the east side of the Mississippi opposite Keokuk, Iowa, and extends to the west line of Indiana, at or near Dyer Station. At Keokuk it connects with the Des Moines Valley road, already built, giving a connection with the Pacific road, up the Platte, and, eventually, with the Kansas Pacific, by a road projected from Keokuk to Kansas City.

Population in 1863.....	95,692
Total number of acres in those cities and towns.....	1,894,240
Total number of acres improved..	615,596
Total number of acres unimproved	1,278,644
Total number of bushels of corn raised in '63.....	2,172,535
Total number of bushels of wheat raised in '63.....	1,947,000
Total number of bushels of other grains raised in 1863.....	526,019
Total number of bushels of potatoes raised in 1863.....	485,027
Total number tons of hay cut in 1863.....	115,360
Total number pounds of wool sheared in 1863.....	1,066,465
Total number pounds of pork sold in 1863.....	6,814,541
Total number pounds of butter made in 1863.....	2,154,218
Total number pounds of cheese made in 1863.....	248,710
Total number pounds of sugar made in 1863.....	985,821
Total number horses one year old and upwards in 1863.....	26,668

Total number neat cattle in 1863.	74,063
Total number sheep in 1863.....	297,400
Total number swine in 1863.....	68,858
Tons of plaster, at 50 pounds per acre of improved land.....	15,334

Total equalized valuation for 1866. \$19,188,699

By reducing the corn, wheat and other grains, potatoes, wool, pork, butter, cheese, sugar, horses, cattle, sheep and plaster to tons, as they are classed and computed by the Michigan Central Railroad freight tables, it will be seen that their total tonnage is 223,437 tons. The Secretary of State estimates that the agricultural productions of that year, were but about two-thirds of an average crop, owing to an unfavorable season, and the absence of laborers in the army. The country was also, literally striped of horses, hogs, cattle and sheep for the support of the army, in addition to the home consumption. He also states that the returns for that year were very meagre and imperfect. By reference to the table, it will also be seen that but one-third of the land adjacent to the line of road is improved, and much of that, of course, very imperfect. At least another third would rapidly be developed and improved by the construction of a line of railroad through it, affording facilities for transportation, and in introducing more settlers. All things considered, it is but reasonable to predict that, within a very short period, the agricultural productions of the country, and the local freights of the road would be trebled or quadrupled. The real and personal property of Michigan is usually assessed and equalized at about one-fifth of its actual cash value. Taking the above equalized value, and reducing it to its actual cash value, it will be found that the cash valuation of the territory actually and necessarily tributary to the support of this line of road, from Lansing to the Indiana State line is equal to the sum of \$95,943,495. From Battle Creek, south-westerly, the road will traverse rich prairies, and the garden of the north west. From Lansing to Indiana the majestic forests of beech, maple, oak, black walnut, cherry, ash, elm, white-wood, bass-wood, and other valuable timber, will furnish timber and lumber for the manufacture of furniture, agricultural implements, staves, heading, and building purposes, and for railroad ties, and bridge timber and lumber of the best quality, and for fuel all of which would seek transportation to their appropriate markets. There is also abundant water power in the immediate vicinity of these forests for the manufacture into timber and lumber and also for the manufacture of such timber and lumber into other articles. In addition to the agricultural productions, and the valuable timber and lumber along its line, it is a remarkable fact, that that portion of the line between Battle Creek and Lansing, in the central portion of Michigan, from which radiate railroads in almost all directions, are found large and valuable beds of coal of excellent quality, fire-clay, sandstone, limestone, suitable for lime and building purposes, and a fine quality of sand, suitable for the manufacture of glass. Of the seven thousand square miles of coal fields in the State of Michigan, but one bed is known to exist south of the line of the Peninsular Railway. North of this line of road are also to be found the vast pine forests of Michigan, the inexhaustible beds of Gypsum at Grand Rapids and Tawas Bay, and salt of the Saginaw Valley. All of southern Michigan, Ohio, Indiana and a part of Illinois must obtain their pine lumber, plaster coal and lime over this road. The Grand Rapids & Indiana railroad will furnish, from Allegan, Grand Rapids

Muskegon and Northern Michigan, pine lumber, and from Grand Rapids, plaster. The Grand River Valley Railroad and the Detroit & Milwaukee Railway will, also, transport pine lumber and plaster on to this line, from north-western Michigan, and the Jackson, Lansing & Saginaw Railroad, and the Flint & Holly road, and Pere Marquette, will also deliver upon it, at many points, pine lumber, and salt from Saginaw Valley, and plaster from Tawas Bay. All of the travel between Chicago and Saginaw, and from western Michigan to the State capitol must pass over the Peninsular Railway.

It will furnish the shortest and quickest route between Chicago and New York, by any existing line. The distances by existing lines, are as follows:

MICHIGAN CENTRAL AND ITS CONNECTIONS.

	Miles.
M. C. R. R. from Chicago to Detroit.....	284
G. W. R. R. from Detroit to Suspension bridge.....	230
N. Y. C. R. R., from Suspension bridge to Albany.....	304
H. R. R. R., from Albany to New York...	150
	968

MICHIGAN SOUTHERN AND ITS CONNECTIONS.

M. S. R. R., from Chicago to Toledo.....	243
L. S. R. R., from Toledo to Dunkirk.....	255
N. Y. & E. from Dunkirk to New York...	460
	958

VIA PENINSULAR, BUFFALO & N. Y. & ERIE.

Chicago to Port Huron, via Peninsular Railroad.....	323
Port Huron, via Grand Trunk to Buffalo..	196
Buffalo, via N. Y. & E., to New York....	423
	941

VIA PENINSULAR & SUSPENSION BRIDGE.

Chicago to Port Huron, via Peninsular Railroad.....	322
Port Huron, via Great Western to Suspension Bridge.....	180
Suspension Bridge, via N. Y. Central to Albany....	304
Albany, via H. R. R. R. to New York.....	150
	956

From the above tables of distances it will be seen that a route will be furnished between Chicago and New York, by the Peninsular line, twenty-seven miles shorter than by the Michigan Central and its connections, and seventeen miles shorter than by the Michigan Southern and its connections; which, taken in connection with its light grades and slight curves, will give it an advantage over either of those routes of at least twenty-five per cent in the time required for the transportation of passengers and freights, particularly live stock and perishable property, and in the saving of motive power, and the wear and tear of the road and machinery, inevitable on roads composed of sharp curves and heavy grades.

It would be idle to suppose for a moment, that a route possessing such advantages over all others, would fail to do its share of "through business" between the East and the growing West. The "through business" of the Michigan Central for the year ending May 31, 1866, on a road two hundred and eighty four miles in length, amounted to the sum of \$2,024,847.53. The "through business" of this line, when fully equipped in the same proportion as the Michigan Central, for three hundred

and twenty two miles, would amount to the sum of \$2,295,538, and the amount of "through business" over the Peninsular Railway, a distance of one hundred and nine miles, proportioned to the length of the entire line would be \$771,061.

The manufacture of pine lumber in the Saginaw valley, ranges from four hundred to five hundred millions of feet annually; and of salt, to between four hundred and five hundred thousand barrels. The cost of transporting lumber from Saginaw to Chicago by river and Lake, is about seven dollars per thousand feet and the same lumber could be transported by rail, at the same or even a less price. At least, one hundred millions of feet would be annually transported over the Peninsular line, for distribution and consumption along its line, and for distribution in southern Michigan, Ohio and Indiana.

The number of passengers from Chicago, arriving at Saginaw, daily, has heretofore averaged twenty. The manufacture of pine lumber on the Muskegon river exceeds one hundred millions of feet annually; at least, one-fourth of which would pass on, and over the Peninsular line, by way of the Grand Rapids & Indiana, the Grand River Valley, and the Detroit & Milwaukee Railroads. Not less than fifty thousand tons of plaster from Grand Rapids and Tawas Bay, would annually find an outlet over this road to southern Michigan, Ohio, Indiana and Illinois.

Within a very short time, not less than ten thousand tons of coal annually—from near Lansing and Charlotte, would seek a market over the road for the towns and prairies in Michigan and Indiana; and, at least five hundred thousand bushels of lime from Bellevue, would be distributed each year in all directions. Fifty millions of feet of lumber and timber, the productions of the country throughout which the line passes, would seek a market over this road.

The entire cost of the road-bed, including right of way, fencing and station buildings, will not exceed \$8,000 per mile, and of ironing and equipping the road, not to exceed \$16,000 per mile; while the cost of most the roads now in operation, and paying large semi-annual dividends, have invested in stock and outstanding indebtedness, from \$45,000 to \$60,000 per mile.

An estimate of the probable business of the road is herewith submitted, which will exhibit its local and through business.

The local business is averaged for 55 miles, that being one-half of its length of the line between Lansing and the Indiana State line, according to the rates charged for local freights and passengers on the Michigan Central, and its "through business as above estimated, as of a "through line."

TABLE OF EARNINGS.

Through freights and passengers for 109 miles.....	\$771,061
223,437 tons of local freights at 2 6-10ths cts. per ton, per mile for 55 miles.....	319,495
100,000,000 pine lumber from Saginaw at 3 cts. per mile, per 1000 feet, for 55 miles.....	165,000
25,000,000 pine lumber from Muskegon for 55 miles at 3 cts per 1000 feet per mile.....	41,250

50,000,000 feet of lumber and timber from the adjacent country, at 3 cts per 1000, per mile, for 55 miles.....	82,500
50,000 tons plaster 55 miles, at 2 6-10ths cts. per ton per mile	71,500
10,000 tons of coal, 55 miles, at 2 6-10ths cts. per ton, per mile	14,300
500,000 bushels, (17,500 tons) lime, 55 miles, at 2 6-10ths cts per ton, per mile	25,025
289 way passengers daily 55 miles each 3 cts. per mile for 300 days.....	143,055
Total through and local business.....	\$862,625
	\$1,633,625

Estimating the expense of operating the road at sixty per cent of its earnings, and the interest upon \$1,800,000, of construction Bonds, paying interest at seven per cent. in gold, and estimating the premium on gold at forty per cent we have the following estimate:

Operating expenses	\$979,911.60
Interest in currency on construction bonds	176,400.00
	1,156,311.60
Leaving a surplus of	\$477,313.40
Cost of road, exclusive of Bonded debt for which stock will be issued..	\$872,000

The above surplus, after paying operating expenses, and interest upon the construction bonds, would amount to fifty-four and six-tenths per cent. upon the capital stock invested in the road. The foregoing estimates may appear large, but it must be remembered that the cost of the road either including or excluding bonded debt is small, compared with the cost of building and equipping roads now paying large dividends on "watered" stock; and also that almost an infinite number of articles of freight, including the merchandise and manufactures of the towns that will pass over the road, are not mentioned in the foregoing estimate.

Dated at Battle Creek, Mich., Oct. 1867.

L. D. DIBBLE,

President of the Peninsular Railway Co., and of the Peninsular Railway Extension Co.

The Union Pacific Railroad will be completed as far as Cheyenne City, Dakota Territory, at the base of the Rocky Mountains by the first of November. This is the point of intersection of the Denver Branch Railroad—from which point it is distant one hundred and twelve miles—the distributing point for Colorado mines, and the general depot for all parts on the Fort Laramie, Fort Reno and Montana Roads.

The Camden & Burlington County Railroad, between Camden and Mt. Holly, N. J., was opened on the 1st instant. The road between the points named is about twenty miles long, and is intended as a connecting link in a through line between Philadelphia and New York.

Lower California.

ITS CHARACTER AND RESOURCES.

Captain C. M. Scammon has made a report to J. Ross Browne upon the character and resources of the west coast of Lower California, which is condensed by the San Francisco *Bulletin*, as follows:

"Capt. Scammon says the whole extent of the west coast is quite barren, and its approaches bold, except at particular points. St. Bartolme and Magdalena Bay are both excellent harbors, and their entrances are free from all hidden dangers. The latter has an extent of navigable lagoons connected with it of over one hundred miles. There are many places where anchorage may be found, and roadsteads where a ship may lie and find some shelter from the prevailing coast winds; also numerous islets that afford some conveniences for shipping. The climate of western Lower California is a pleasant one. The principal sources of its wealth have been its whale and seal fishing, guano and salt. The salt fields of Ojo Lebre, near the head of Scammon's Lagoon, are capable of supplying an almost unlimited quantity of excellent salt. Vessels of 400 tons burthen can find good anchorage within five miles of where the salt can be embarked in lighters of 25 to 50 tons capacity. Several cargoes were brought to San Francisco a few years ago, but the low price of the article, and the existence of supplies nearer home, made the trade unprofitable, and we believe it has been abandoned. Several remarkable lagoons exist along the coast, the entrances to which are often dangerous, and have been the cause of numerous disasters to shipping. These lagoons are the resorts of whales, and have been at times the scenes of great activity for whale fishers. When first entered for commercial purposes their waters were alive with whales, porpoises, and fish of many varieties. Turtle and seal basked upon the shores of low islands, and game of many species was so abundant that the shoals left bare by the receding tides would be closely covered with geese, duck, snipe, and other species of sea fowl.

* * * "Magdalena Bay and its adjacent lagoons were more largely resorted to for years by whalers. The bay itself is capacious, sheltered and safe, but the approaches to the lagoons are difficult if not always dangerous, lying over shoals, impassable except at high tide. At low water, says the report from which we quote, no one would imagine that a vessel of 200 to 300 tons could ever get over into the deep water between the divides. 'But the whaleman, after contending with the stormy elements and drifting ice of the Arctic Ocean, plies his ship towards the tropics to pass the winter months, seeking his source of wealth in a more temperate clime, with all the determination, energy and tact characteristic of his calling. He now finds the object of his pursuit, not in the fathomless blue water, but huddled together in narrow estuaries, the banks on either hand lined with the evergreen mangrove. Frequently the hollow sound of the spouting whale is heard through the trees, and the vapor ascending is seen above them. The vessel is lightened in every possible way, and by dint of running out anchors, heaving, hauling, grounding and listing, the ships cross the divides, and the whaling is pursued as though no unusual difficulties had been overcome, or none were again to be contended with to reach the open sea.' Whalers have explored this lagoon 40 miles from its mouth,

and then have only been three miles from the shore. The country about Magdalena Bay and its lagoons is generally barren and uninviting. Its resources are whales, fish, oysters, clams, muscles and game. The natives who come from the interior to trade bring cattle, fish and raw hides, soap, cheese, figs, oranges, dates, pearls, shells, and in some instances silver manufactures; exchanging them for ready-made clothing, heavy cotton cloths, calicoes, tobacco and cutlery. They will sometimes come 40 or 50 miles to exchange a few *arobes* of fruit for necessary articles of family use. The quantity of oil taken from 1856 to 1861 is estimated at 34,425 barrels, worth about \$515,375. The annual oil receipts from that quarter have fallen off greatly. Quantities of turtle used to be taken in the bay, and some are still brought from there to San Francisco.

"There are fifteen islands off the west coast of the peninsula. They are generally high and wooded, and from their garniture of green, have a more inviting look than the mainland. Some of them afford good shelter for vessels. The highest point on St. Gaudaloupe, one of the largest of the group, is about 3,400 feet above the sea, and covered with the pine and cedros. Goats abound in the ravines, and fur seal and sea elephants once made the island a favorite resort. Some prisoners of state were once banished here from Mexico, and a party of miserales—probably the same—were taken off a few years ago by an American vessel which chanced to see their signal. Elide Island was covered with guano till the exhaustion of the supply subsequent to 1867, about 28,000 tons having been obtained altogether. Chester's Island also yielded guano for a few years. Cedros Island, the largest of all, is well known to Californians from the scientific and mining explorations of which it has been the scene. Its mountain peaks are visible 60 miles at sea. Its aspect is forbidding, its climate exceedingly dry. Much of its vegetation is peculiar, and has furnished many new species to botanists. The "fay-fay" tree yields a medicinal gum, which is made into an ointment with the tallow of the native goat. A few deer are found. The island was formerly a great resort for the hunters of the seal, sea elephant and otter. Other islands are the homes of innumerable sea fowls, and have furnished small quantities of guano, but this staple is now pretty much exhausted. The whale and seal fisheries, which have been from the beginning monopolized by Americans are also nearly exhausted. On the whole, the western coast of Lower California does not offer much inducement to American enterprise. The interior must be more productive to sustain the numerous herds of cattle that range through the hills and valleys from Cape St. Lucas to San Diego."

The Panama Railroad grant has just been extended ninety-three years by the Governor of New Grenada the value of which may be inferred from the fact that the railroad company promised to pay the Government of Columbia one million dollars on the signing of the contract, and two hundred and fifty thousand dollars to be paid annually, twenty-five thousand dollars of which goes to the State of Panama.

The transfer books of the Chicago & Rock Island Road closed on Thursday last. The cash half-yearly dividend, 5 per cent., free of Government tax, will be paid on Saturday, Oct. 19.

Immigration to the United States.

The following table given by the New York Emigration Commissioner is interesting. It comprises about four-fifths of all immigrants. The total number in twenty years, therefore, is about 4,700,000, which is 235,000 per annum.

ARRIVALS.

The following table shows the number and nativities of alien emigrants who arrived at Castle Garden from May 5, 1847, to January 1, 1867:

Ireland.....	1,485,100
Germany.....	1,317,069
England.....	435,171
Scotland.....	86,000
France.....	68,399
Switzerland.....	55,321
Holland.....	23,679
Wales.....	21,882
Sweden.....	21,722
Norway.....	14,975
Italy.....	11,139
Denmark.....	10,045
Belgium.....	6,025
Spain.....	5,788
West Indies.....	5,744
Poland.....	3,488
Sardinia.....	2,305
South America.....	2,004
Portugal.....	1,378
Nova Scotia.....	1,116
Russia.....	924
Canada.....	613
Mexico.....	638
Sicily.....	294
China.....	333
East Indies.....	162
Greece.....	87
Turkey.....	82
Arabia.....	8
Africa.....	58
Australia.....	30
Japan.....	7
Central America.....	12
Unknown.....	95

Sum total from May 5, 1847, to Jan. 1, 1867.....	3,582,574
Total from Jan. 1, 1867, to Aug. 21, 1867.....	163,059

Total emigration since the commencement of the present system was instituted..... 3,745,633

The Cameron & Kansas R. R. which will connect Leavenworth Kansas, via Cameron, a town on the Hannibal & St. Joseph Railroad with Chicago and the East, is expected to be completed and in operation before the opening of the next year. The road will be forty-six miles in length. This connection was originally projected by the late Samuel Hallet, Esq., the same energetic gentleman who built the first 40 miles of the Union Pacific (E. D.) Railroad.

Omaha dispatches say that a party of railroad thieves, whose operations extended over the Pacific Railroad for the past six months, has been broken up. Most, if not all, have been arrested, and a large amount of property found secreted in Omaha. It was also ascertained that a large quantity of goods was shipped to points East during the summer. All the parties implicated are connected with the road.

MONETARY AND COMMERCIAL.

The stringent condition of the money market has not material altered since our last week's review. The banks are using freely their available means to assist customers, but some of them have not enough surplus to supply all demands made upon them. The usual rates of discount are 10 to 12 per cent., but outside transactions are made at higher figures.

The supply of exchange is not equal to the demand, and the market is firm at quotations:

	Buying.	Selling.
New York.....	par	50c prem
Philadelphia.....	par	60c prem
Boston.....	par	5c prem
Gold.....	143½	144@144½
Silver.....	133@136	138

The New York gold market has been reported excited during the week, and prices have fluctuated considerable. The following table shows the daily range of the market:

	Opening.	Highest.	Lowest.	Closing
Oct. 19.....	143½	143¾	143¾	143¾
" 11.....	143½	143¾	143¾	143¾
" 12.....	144½	144¾	144¾	144¾
" 14.....	144½	144¾	144¾	144¾
" 15.....	144½	144¾	144¾	144¾
" 16.....	143½	143¾	143¾	143¾

In the New York Market says the *Tribune*:

"Money is 8 per cent on call to best borrowers. Commercial paper sells at 7@10 per cent, and long bills at higher rates.

"Government stocks are again lower, and not in favor with either speculators or investing parties. The latter appear to have withdrawn wholly from the market, and expect still lower prices. The 7.30s are especially weak, and sold as low as 104½. State stocks are barely sustained, and railway mortgages dull of sale. The railway share market is feverish, and, under the renewed activity in money, speculation for an advance halts. Erie is still the leader of the market, and in its behalf the most extravagant falsehoods are paraded. The stock sold during the day at 74½@74½@74, and closed at 73½. New-York Central was firm, with moderate transactions. North-Western stocks were in favor with strong buyers, but were offered freely, and declined. Rock Island and Fort Wayne are weak, and are not in general favor. Both have open construction accounts, and their dividends are regarded as forced, and untrustworthy for permanency. After the call the market drooped with a general desire to sell. Western Union Telegraph was sold at 35c. The market being wholly controlled by cliques there was a general scramble by the small fry "operating on points," to get out when prices look weak, and a similar scramble when prices strengthen, "and Erie looks like going to 80 this week. After the Second Board prices recovered. Erie sold at 74. Michigan Southern 83½, North-Western 46½, North-Western Preferred 68½, Rock Island 98½. At the close the market was steady at quotations; New York Central, 113½@114; Erie, 73½@73½; Reading, 101½@101½; Michigan Southern, 83½@83½; Cleveland and Pittsburgh, 84½@85; Rock Island, 98½@98½; Northwestern, Common, 46½@46½; do., Preferred, 68½@68½; Fort Wayne, 100½.

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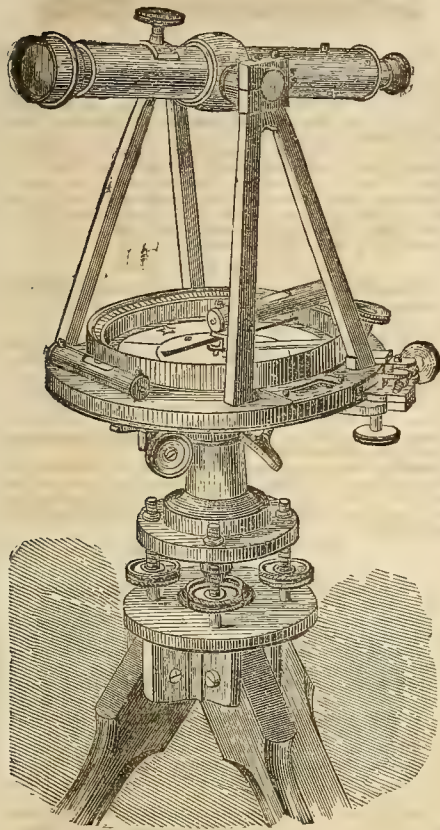
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COUPON TICKET CASE.**

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. For Tickets over 2 3/4 inches in width.

SIZE NO.	NO. OF FORMS.	PRICES.	SIZE NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	1 1/2	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (*without partings on the doors,*) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,

Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

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J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLS, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indian ap. c
[Aug. 2, 11.]

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Arrive DAYTON	7.20 "
Leave DAYTON	7.40 "
" URBANA	9.03 "
" MARION	10.50 "
" CALEDONIA	11.10 "
Arrive GALLIEN	11.40 "
Leave	11.45 "
Arrive MANSFIELD	12.30 A. M.
" ASHLAND	1.20 "
" AKRON	3.37 "
" KENT	4.10 "
" RAVENNA	4.39 "
" WARREN	5.52 "
" GREENVILLE	7.20 "
" MEADVILLE	8.35 "
Leave	9.00 "
Arrive CORRY	10.53 "
Leave	10.58 "
Arrive JAMESTOWN	12.10 P. M.
Arrive SALAMANCA	1.45 "
" NEW YORK	7.00 A. M.
" BOSTON	4.00 P. M.

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequalled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

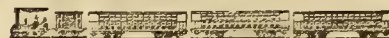
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SHATTUC, Gen'l Ticket Agt. I. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 1:00 p. m. On Sundays, one Express Train
at 7:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers from the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:49 a. m.; Allentown 12:20 p. m.; Easton at
1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

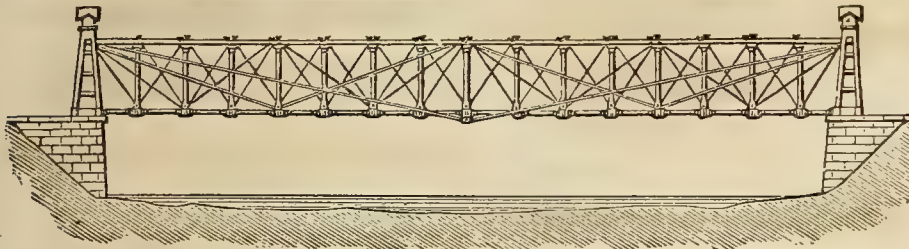
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation	5 15 P. M.	6 05 A. M.
Harrison Accommodation	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pairs of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and finish of all the details. Our long experience and opportunities of obtaining information enable us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

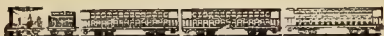
H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:40 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.]

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest. Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities gives the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to **WASHINGTON CITY.**

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit..	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail..	7 00 A. M.	5 25 P. M.
Richmond & Chicago..	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond..	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada..	6 00 P. M.	10 30 A. M.
Hamilton Accommodation..		6 45 A. M.
Richmond & Chicago..	7 00 P. M.	9 20 A. M.
Hamilton Accommodation..	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS;

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.

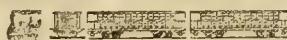
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by CINCINNATI Time.

For all information and through tickets, please apply the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 11 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office

H. C. LORD, President
W. H. L. NOBLE, General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

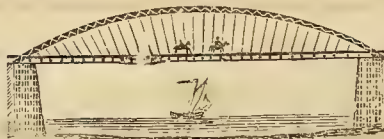
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 1st

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

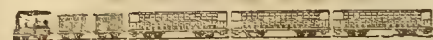
Cast Iron Gas or Water Pipe—from 1 1/4 to 24 inches in diameter, and branches for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. Express

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, OCTOBER 24, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Morning Express	7:00 P. M.	6:10 A. M.
Night Express.....	6:00 A. M.	6:00 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	2:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		

Night Express.....	12:35 A. M.	5:30 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:30 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:15 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.
Louisville Special Train.....	3:45 P. M.	1:50 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	8:30 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

The New Plan of Cheap Freight Railroads; Bills in Congress.

Ever since the invention of a turnpike or a canal, down to the present day of railroads, the great desideratum in public highways has been *cheap transportation*; and most especially is this the case on the continent of America. Take, for example, the productive valleys of the Ohio, the Missouri, and the Mississippi. Here is a vast grain field, where production is almost illimitable, and whose products all the world outside of these valleys wants. But when we look into the facts, we find that the cost of transportation to market is so great, that although great quantities are carried off, yet not one-fourth of what even in the present state of cultivation might be exported, is carried off. We read, two or three years of quantities of corn in Illinois actually *burnt for fuel*, because it would not pay for transportation! On inquiry, we found this was true. The crop of Illinois was immense, and it could not be carried profitably to market. Here is a case in which both parties are losers, the producer and consumer. The consumer is compelled to take the products grown nearer to him, at much higher prices; and the producer loses, to a large extent, the sale of products which he might have spared. This was thought to be remedied by canals; but canals can only go in certain places, go too slow oftentimes for the markets, and have been long overturned. It was thought, that railroads would overcome the difficulty; but, railroads have failed to do it, for the reason which makes their excellence; that is, that they are so rapid in movement, that they are used for passengers, and there is scarcely a railroad in the country used exclusively for freight, or adopted to a continuous freight traffic. The consequence is, that they lose the peculiar advantages of freight roads, and cannot make transportation cheap, in their present mode of organization. It is obvious, that in some way there must be a reorganization of railroads. What shall it be? Can a plan be devised to reduce the price of freight, and yet make the road profitable? This idea has occupied the minds of some inglorious persons, and the problem may possibly be solved. The plan proposed by some gentlemen in New York, of which Mr. SHERWOOD and Mr. HENRY O'REILLY are the principal projectors is briefly stated, in the report of Mr. Clarke to the New York State Convention. The idea is contained in the following paragraph:

Great advances have already been made in the construction and management of railroads, but, so far as the business of freight is concerned, they are comparatively in their infancy. The time is not far distant when railroads will as effectually supercede other methods of carrying freight, as they have already other modes of carrying passengers. The freight business through this State will soon demand (and individual enterprise will meet the demand) a double track railroad,

exclusively for freight, from New York to Buffalo, and ere long connect with the Pacific road.

The capacity of such a road will meet all the requirements of our internal commerce for the next fifty years. The canals and railroads, running both passenger and freight trains, could not successfully compete with it. On a road substantially built, with grades not exceeding ten feet to the mile, trains of one hundred cars, carrying ten tons to each car, could be drawn by a single engine. Trains could be multiplied to any extent that business should require. Two hundred trains going up and two hundred trains going down could be upon the road at the same time, carrying one thousand tons each, and not occupy more than forty-eight hours from Buffalo to New York, one hundred trains arriving at each terminus in every twenty-four hours. This would give an aggregate for the year of 73,000,000 tons, which, at \$2 per ton (or about \$1 over the tolls now paid on the canal), the gross yearly receipts of the road would amount to \$146,000,000.

The ideas are these; 1. To make a double track railroad (or several as may be required,) exclusively for freight; 2. To move the cars at a uniform rate, say ten miles per hour; 3. That in this way, an indefinite amount of traffic may be done; and, 4. That in consequence of the quantity, and of the uniform rate, on double tracks, (thus wearing the road but little,) the freight may be reduced to \$2.00 per ton, on a distance, say from Buffalo to New York. This makes 20 cents on a barrel of flour, and 6 cents on a bushel of corn. Flour might then be carried from Cincinnati to New York (supposing the road continued through) at 40 cents per barrel, and corn at 10 cents per bushel. The quantity may not reach the enormous estimate of the committee; but, it is beyond question, that the stimulus given to Western production would cause the export of at least *fourfold the amount of products now carried to the Atlantic cities*. Indeed, it is difficult to estimate how great may be the production or the exportation of Western produce, under the stimulus of cheap transportation. Some such result was anticipated, when railroads were first made in the West; but the whole plan of cheap transportation was effectually blocked by running passenger trains on the same track. While that is the case, continuous freight trains cannot be carried through uniformly and cheaply on our present railroads. In regard to the construction of such roads, there are two ways; 1. The present railroads may have four tracks laid, two for passenger cars, and two for freights. In some of the present roads, this may be desirable; 2. But, the present plan is to make on a few routes, passing from the central parts, *double track exclusively freight railroads*, which, by the enormous amount, and the cheapness of transportation must necessarily be profitable. Another and very important feature of the plan is, to have these road companies chartered by the National Government. In this way, they cannot be interfered with by the States, or taxed to

death, as they otherwise might be. For this purpose, several Bills have been introduced into Congress.

The best matured of these is, perhaps, that of Mr. HARLAN, of Iowa, who proposes the construction of a railroad from the Mississippi to the Atlantic, having termini at New York, Boston, and Philadelphia. The peculiarities of this road are chiefly contained in the following section, viz.:

SECTION III. *Be it further enacted*, That the principle and plan upon which said railway and branches shall be constructed and managed, shall be as follows, viz.:

First. The railway shall be a double track, well graded, ballasted, and substantially laid with rails adapted to heavy freights, together with all necessary bridges, culverts, turnouts, depots, &c., and in width of gauge shall correspond with the most numerous class of roads to be accommodated in transporting over the same.

Second. Said railway and branches shall be open to free competition for all persons, companies, or other corporations, who may desire to put passenger, mail, or freight trains thereon, or to engage in transporting on or over said railway and branches; such persons, companies, or corporations to pay such reasonable tolls as may be prescribed by the company hereby incorporated, or by Congress, for the privilege of transporting over said railway.

Third. For the purpose of giving to said railway its greatest carrying capacity, as well as to avoid difficulties in management and liability to accident, there shall be adopted a moderate and uniform rate of speed for all trains of whatsoever description passing over said railway; such rate of speed to be prescribed with reference to economy in fuel and the preservation of the railway and rolling stock; and said company hereby incorporated shall have full power to make all necessary rules and regulations as to the quality of rolling stock to be placed or admitted on said railway, and the management of the same, and to compel compliance with said rules and regulations, and in case of non-compliance to exclude any person, company, or corporation, so refusing to comply, from transporting over said railway.

SECTION IV. *Be it further enacted*, That in consideration of the franchise and aid given by the United States to the company hereby incorporated, the Government of the United States shall, at all times, have the privilege of transporting its mails, arms, men, supplies, and munitions of war over said railway and branches, together with all necessary depot accommodations, free from any charge by said company.

SECTION V. *Be it further enacted*, That so much capital stock, in gold valuation, as is necessary to build and complete said railway and appurtenances, is hereby authorized; and further, that said capital stock shall be divided and represented by shares of one hundred dollars each, gold valuation; and that no share of stock shall be issued by said company or its officers to any person, government, State, or corporation, unless there be paid into the treasury of said company one hundred dollars in gold or its equivalent therefor.

SECTION VI. *Be it further enacted*, That the United States, and the respective States and incorporated cities, when duly authorized by the laws of the State wherein situated, shall be privileged to take stock in said railway and branches, to the extent in the aggregate

of three-fourths of the entire stock, by paying into the treasury of said company in gold or its equivalent, the same as other stockholders; and when said United States, or any State or incorporated city shall have become stockholders as aforesaid, they shall have a voice in the election of directors and officers corresponding to the ratio which their respective shares shall bear to the whole of the shares of said company: *And it is further provided*, That said company is, and shall be authorized to receive, take, hold, and convey any donations in land or other property which may be made by the United States, or by any State, company, corporation, or individual, for the purpose of assisting to carry out the enterprise authorized by this act.

It will be observed, 1. That all trains must have the same uniform moderate speed. 2. That all the stock must be paid up at a gold valuation; and, 3. That there shall be no mortgages on the road. The road then is to have no fictions. It will be built for exactly its real cost, and will, therefore, cost much less proportionably. Again, it is to be free to all parties, who choose it, by paying toll. The hypothesis is, that two things will be accomplished. 1. That freights will be reduced to one-half, if not one-third of what they are now. 2. That the road being built economically and run uniformly, will, with the immense business it must do, will really be very profitable. But some one may say, "How will you raise the money?" That is no difficulty, if we concede the theory, that such a road will cheapen freight, will do a vastly increased business, and will be profitable. It will be profitable, if the two former points are true. Capital can always be found, where there is any demonstration of profit. Capital will be found, if this plan is correct in principle; and we believe it is. We believe more, that some such plan is a necessity to the city of New York, if it would maintain its supremacy in commerce. The West can produce indefinitely, and it will. Its products must find a market, and if New York can not cheapen transportation, the West will find its market in the South, in ports which are now obscure. Such lines of traffic can easily be made from Cincinnati and Louisville; and as this is a new plan, they have the chances of early competition. They can carry freight lines South, as soon as New York can West, and would do it, but for the comparative scarcity of capital. The latter difficulty, however, grows less with advancing population and commerce; and it would not be strange to see a railroad South, on the new principle, as magnificent and surprising as the Suspension Bridge.

The earnings of the Chicago & North Western Road for the third week in October were:

1867.....	\$352,840 75
1866.....	\$262,236 15
Increase.....	\$70,604 60

Cincinnati and the Gas Company.

(From the Cincinnati Gazette.)

The Attorneys on the part of Mrs. Deane, the Gas Company and the City, yesterday appeared before Judge Swayne, in the United States Circuit Court, for specific instructions in regard to the form of the decree of Court, in the injunction case decided last week. The form submitted by Mr. Perry, in behalf of his client, Mrs. Deane, was objected to by Judge Matthews, on the part of the City, because it proposed to enjoin the citizens of Cincinnati from obeying the city ordinance of August 16th, reducing the price of gas to \$2.00, and perhaps for other reasons. The Court again indicated its opinion, and the terms of the decree were finally agreed upon, which are in substance as follows:

1. That the appraisers appointed by the city are not proper persons to be appointed, and that the appraisers appointed by the Gas Company, as well as by the city, be enjoined from further proceedings in reference to the appraisement.

2. That the city be enjoined from interfering with, or interrupting by its police or otherwise, the use of the streets and alleys of the city, for the ordinary supply of the city and its citizens with gas, in the methods and by the regulations heretofore in use for that purpose.

3. That the Gas Company be enjoined from obeying the city ordinance of August 16, 1867, reducing the price of gas to \$2.00 per 1,000 cubic feet.

4. That the City of Cincinnati, and all persons claiming authority under said ordinance, are enjoined from enforcing its terms, except that the right is reserved, under this order, to the City of Cincinnati, either in its own name or in the name of any two gas consumers, to proceed to a trial in the State Courts to test the validity of this ordinance.

5. That citizens shall be allowed to pay under protest that portion of their gas bills that would be excessive in case the ordinance should prove to be valid; but the order secures to the Gas Company the right to cut off its supply of gas to any consumer who may refuse to pay the price asked.

6. That either party, upon the appointment of new and suitable appraisers by the city, or upon the happening of any other contingency that may seem to require it, shall have the privilege of making an application to the Court for a further order, or for a modification of this order.

7. The complainant is required to give bond in blank dollars for all damages that may ensue in case the injunction shall be dissolved.

The above order is very explicit, and can not be misunderstood, and should be regarded as sufficient evidence that the Court while it will protect the city in its right to purchase the works, yet at the same time it will also protect the individual stockholders against the attempts of political cliques or rings either with, or without the consent of the Directors of the company, to depreciate and sacrifice their property for either personal or party benefit. The right to purchase is a question that the Gas Company has never denied, and to which we believe they have never interposed any obstacle; the managers or stockholders, however, would have been recreant

in their duty to themselves and those they represent, if they had not used the means in their hands to save their property from the effects of the cry of "stinking fish" so freely made use of in the controversy. In the meantime, the problem of purchase is delayed indefinitely, a high and fictitious price for gas is charged and paid by the citizens, when a contract for the gas supply could be made at rates far below the cost of the same article in any city in the United States, with the single exception of Pittsburgh. We doubt not the Company would still consent to abide by the offer made to furnish gas to the city and citizens at \$2.25 per thousand feet, which is cheaper than it will ever be furnished under the management of any political party. Experience has demonstrated that party management of public works has never been found conducive to that rigid economy that is characteristic of private enterprise, and although gas might be furnished to citizens one year for less than the above price, the next year it would, no doubt, have to be made up with interest. Besides, as we have on a previous occasion urged, the governing party in a city or State is not always the same, involving radical changes in the management of a most complicated business, that requires experience and scientific knowledge to conduct it with success. We think money would be saved by a reasonable contract, and think the people would approve of such a step by those who now control their affairs.

A RAILWAY TRAIN TURNED INTO A MAN TRAP.—A branch railway in the Madras Presidency runs through a wild region, the inhabitants of which are unsophisticated savages addicted to thievery. The first day that the line was opened a number of these Arcadians conspired to intercept the train and have a glorious "loot." To accomplish their object they placed some trunks of trees across the rails; but the engine driver, keeping a very sharp lookout, as it happened to be his first trip on the line in question, descried the trunks, while they were yet at a considerable distance from him. The brakes were then put on, and when the locomotive had approached within a couple of feet of the trunks it was brought to a standstill. Then instantaneously—like Roderick Dhu's clansmen starting from the heather—natives, previously invisible, swarmed up on all sides, and, crowding into the carriages, began to plunder everything that they could lay their hands upon. While they were thus agreeably engaged, the guard gave the signal to the driver, who at once reversed his engine and put it to the top of its speed. The reader may judge of the consternation of the robbers when they found themselves whirled backwards at a pace that rendered escape from the carriages wholly impossible. The few who attempted it were killed on the spot. Thus were our Arcadians nicely caught, and as they were transferred from this novel man trap to the jail, they were no doubt convinced that the "fire-brand" can move progressively and retrogressively with equal facility. — *Central India Times.*

Financial.

[From the Cin. Gazette.]

From an article in the New York Financial Chronicle, discussing the future of the money market, in which it concludes that a monetary stringency is not possible, we copy the following:

"The belief is gaining ground in this country that the vast power which the Secretary of the Treasury holds, and which gives him at critical moments a control over the financial machinery of the country, is sometimes used with the intention of tightening the money market. It is affirmed that that power has been very recently so used, and a fear of the repetition of the experiment is doing something at this very time to depress and partially to paralyze the industry of the country."

The belief which the Chronicle says is "gaining ground" has made such progress that it is firmly fixed in the minds of the people. The Secretary of the Treasury exercises complete control over the finances and business of the country. This is a power that no man should desire. It is a power that would not be tolerated in any other country. The possession of this power by one man is a prominent cause of the prevailing stagnation in business. Mr. McCulloch is playing the part of a banker in managing the national finances. He uses his power to speculate in the public funds. Thus, for example, he is authorized to sell 5-20s and to buy 7-30s. In this way a large proportion of the conversions of the latter have been made. When therefore he is a seller of 5-20s, he inflates the currency by disbursing freely; and when he desires to purchase 7-30s he locks up currency, with a view to a close money market and a depression in prices. He does this, too, sometimes, for the purpose of scaring what he calls "speculators." There have been instances in which he disbursed \$30,000,000 in currency in two weeks, and others in which he locked up as much in the same time. In order to enable him to successfully manipulate the money market he carries, unnecessarily, large balances in the Treasury, while he is daily increasing the debt bearing gold interest.

These operations—these manipulations of the money market—have unsettled confidence, and as the future of the money market depends on what the Secretary of the Treasury may do, people naturally refrain as far as possible, from business engagements.

For this Congress is responsible. The Thirty-Ninth Congress acted as if it were not equal to the adoption of a financial policy.

The above is the true view of the financial situation, and accords fully with what we have said on many previous occasions; but the *Gazette* fails to point out a sufficient remedy for the evil, and merely makes use of it as a sort of lame apology for the partial defeat of its party at the late election, and as a warning to Congress that it must slaughter Mr. McCulloch, or consent itself to become one of the things of the past.

We are not disposed to grumble or find fault with Mr. McCulloch, but in apology to those who do so, we merely remark that the Secretary is undoubtedly a "man of like passions" with themselves, and that the fault rests upon the Treasury system and not on the Treasurer. In our last week's issue we pointed out what we

believe to be the best protection we can possibly secure against the abuse of the wonderful power in the hands of the Secretary, by reinstating him into the position of Treasurer and not requiring him to perform the arduous and complicated labors of banker, broker, stock operator, gold gambler, and general disturber of all values. This can be readily done, and yet do nothing derogatory to the dignity either of Congress or the Secretary, by simply following out our suggestions in last week's paper, of receiving greenbacks for that portion of the customs that puts a surplus of gold into the vaults of the Government Treasury. When this shall be done, the necessity for the Secretary assuming characters that are foreign to his office will have vanished, and he will again be a Treasurer—the dignity of the government credit will be elevated—there will be such a regular and abundant supply of gold that it will be less costly to procure; the twaddle about the enormous redundancy of the currency, will cease—the character, standing and value of the greenbacks will be enhanced, and the mercantile community can calculate whether the dollar of to-day will be fifty cents, a dollar and a quarter, or a dollar to-morrow—confidence restored, industry uniformly rewarded and prosperity ensue.

A Night Ride on an Engine.

From Corry to Salamanca, on the Atlantic and Great Western road—the distance between those points being about sixty miles, is about as exciting an adventure as we have experienced for some time.

The engine was No. 34, the engineer Johnny Sprague, as jolly and rotund a specimen as one can find in a month's search. In circumference he measures nearly as much as in height, which does not, however, prevent his being considered one of the best engineers in the business, and which fact did not a little toward giving us additional confidence.

It is queer business, this locomotive riding, if you are unaccustomed to it. As you clamber up, the dull eyes of the bulging boiler rivets seem to look at you interrogatively, as if to inquire why you should desire to needlessly peril your life. The conductor gives a gymnastic flourish of his lantern. Sprague rolls up on his seat, nearly as high as himself, by some peculiar movement known only to himself; he throws one fat leg caressingly around the reversing lever, and then opens the throat of the monster. Yet it is only a monster in size, and not in appearance. The famous Ukraine steed, on which Mazepa took his not less famous ride, had no sleeker, glossier sides than those which glance before you in the shifting light of the moon. Away you go, at first with short, distinct, energetic coughs from the engine, which gradually change into a subdued, continuous roar, as the pace becomes faster and faster. The

lights of Corry disappear one by one, until at length the last is lost to view in a curve of the road. And now you begin to appreciate the difference between riding in a car and riding on a locomotive. You don't care much about a side view of the country, but keep your eyes intently fixed straight before you, where the narrow lines of rail stretch out, and glisten like threads of polished steel. Slender as they are, a giant treads them with ease; and they are strong enough to bear the tread. You know you are rushing on at forty miles an hour; and yet it is hard to persuade yourself that it is not the track which advances, meets you, and then passes underneath and behind in a succession of short surges, as if the land were suddenly turned to sea. The fireman pauses a moment in his task, to tell you that you are approaching a spot where an engine in playful mood once jumped the track, and killed its engineer. It is a cheerful and consoling circumstance for you to know, and goes a good way toward quieting your nerves, and producing what religious people call a "peaceful frame of mind." Right ahead you see a cut between the hills. Above it is what appears a bridge in the air, spanning the chasm. But on near approach, and when within the cut, you find that what appeared a bridge is but a dull streak of cloud against the sky beyond, and hence your deception. You glance across where Johnny sits. He is coolly pulling away at a Havana, with which you have propitiated his good humor, while his eyes twinkle in his fat face with a keen outlook. The glare of the head-light, mingled with the beams of the moon shining through the misty air, casts a ghostly gleam on the quickly passing objects beside the road. You snatch a rather nervous look at the steam gauge, and wonder what would be the probable effect on the human body if blown a thousand feet into the air, and compelled to return to earth by the same route. You register a mental vow that if allowed to return safely to the bosom of your wife—if you have one—you will never be caught on a locomotive again, but will ever ride on the tail end of the tail coach in the train. You time the beast the last eight miles, which are handsomely done in ten minutes, and come to a halt in Salamanca. Sixty miles have been passed in one hour and twenty minutes, running time.

Seriously, unless you have good nerve, it is hardly worth while to try the experiment. If you have good nerve, perhaps you can have it tested as safely and at as great speed on the above-named road as anywhere.

X. Y.

The Michigan Southern Road earned the third week in October:

1866	\$113,436
1867	\$121,333
Increase	\$7,897

Chesapeake & Ohio Railroad.

IMPORTANT MEETING AT THE MERCHANTS' EXCHANGE.

Agreeable to notice, a number of citizens met on 'Change, October 17th, to consider the interests of Cincinnati as connected with the completion of the Chesapeake & Ohio Railroad.

The meeting was called to order by JOHN A. GANO, Esq., who stated the object of the meeting, and very truthfully remarked that Cincinnati had done enough of *resolving* on the subject of railroads, that the time had now come for action; that resolutions has thus far failed to construct a single mile of road, and that what was now required was energetic action and money.

RUFUS KING, Esq., was called to the chair, and after a few pointed remarks on the apathy of Cincinnati in regard to railroad enterprises, introduced Mr. PAXTON, of West Virginia, who read the following:

MEMORANDUM FOR THE RAILROAD COMMITTEE OF THE CHAMBER OF COMMERCE.

The scheme of a connection between the waters of the Chesapeake and Ohio has engaged the attention of the most distinguished men of Virginia for a great number of years.

The plan of uniting them by railroad was proposed as early as 1831, at a convention held in Lewisburg, Greenbrier county, now West Virginia, and very ably enforced by the distinguished Judge Lewis Summers, of Kanawha, in a memorial prepared by him on that occasion.

Not a great while after that, the Legislature incorporated the Virginia Central Railroad Company, upon what was known as the two and three-fifths principle—that is, the State taking three, and private individuals two-fifths of the capital stock. By means of this company a road has been built from Richmond to Covington, a distance of two hundred and five miles, the State having built, on its own account, a difficult section of eighteen miles, embracing the tunnel through the Blue Ridge. Covington is the western terminus of this line of road, and is on the line of the James River and Kanawha Canal.

In 1853, the Legislature passed a bill authorizing the Board of Public Works to build a road, at the expense of the State, from Covington to a point on the Ohio River. The route was carefully surveyed by skillful engineers, and a line established terminating at the mouth of Big Sandy. The route was ascertained to be highly favorable, with grades not exceeding twenty-nine and a half feet to the mile, passing east, and sixty feet in ascending the Allegheny, going west.

The Board of Public Works prosecuted the work with energy, and were on the eve of completing the section between Covington and the White Sulphur Springs, involving the most difficult and expensive part of the line, when the war came on and put a stop to their operations.

The plan of operating on both ends of the line having been adopted, there were expended on the western end about \$500,000, and on the portion between the White Sulphur and Covington about \$2,700,000, making, in all, near three millions and a quarter.

Unable to prosecute the work after the termination of the war, for want of means, the Legislatures of Virginia and West Virginia, in 1866, passed concurrent acts, proposing to donate to any company that would build the road the amount thus expended; and in 1867 the two States passed acts incorporating a company under the name of the Chesapeake and Ohio Company, with authority to the Central Railroad Company to contract for, building the road and to take all the interest of the State of Virginia, which she held in the stock of the company, the debt due from the company to the State, and the State's right to the eighteen miles of road embracing the Blue Ridge tunnel. The debt due the State amounted to \$210,000; the stock held by the State was about \$2,000,000, and the eighteen miles of road, the value of which had been fixed at \$500,000. For these interests the company was to pay in Virginia State bonds, at par. These bonds are now worth about forty cents on the dollar. The cost of the eighteen miles of road was about \$1,800,000.

Allowing for any advance in the value of the bonds, by the time the company is prepared to purchase, and placing them at fifty cents, we have the following as the cost to the company:

State Bonds,
50 per cent.
off.

Covington & Ohio R.R. expenditures.....	\$3,213,194 82	
Virginia Central R.R. stock.....	2,000,000 00	\$1,000,000
Virginia Central R.R. debt.....	210,000 00	105,000
Cost of eighteen miles of road.....	1,800,000 00	250,000
Total.....	\$7,223,195 82	\$1,355,000

Giving thereby a bonus of near \$6,000,000 as an inducement for the completion of the road.

The interest of the State being purchased at.....	\$1,355,000 00
Placing the individual stock in Virginia Central R.R. at.....	1,400,000 00
And the individual debts against the Virginia Central R.R. at....	1,600,000 00

Will make the cost of the 205 miles of road.....	\$4,355,000 00
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The conversion of the common, into preferred stock, in the ratio of two shares of common for one of preferred stock, has been suggested. If that should be done it will reduce the representative capital of the Central Railroad to \$3,655,000. Thus two hundred and five miles of completed road, with all its equipments, costing \$8,000,000, and \$3,250,000 worth of work on the line west of Covington, will be had by the Chesapeake and Ohio Company, when organized, at a cost of \$3,655,000.

In 1860, before the work had reached Covington, the Central Road yielded to the company a net revenue of \$360,000.

Under the acts last referred to, the Virginia Central Railroad Company entered into a contract with the commissioners representing the two States, by which the company undertakes to build the road, and proposes to issue not less than five millions of stock, and as much more as may be necessary, and to guarantee eight per cent. annual dividends on the same after the road is completed to the Ohio River.

The company may acquire not exceeding

five millions of acres of land along the line of its road.

That portion of the road extending from Covington to the Ohio, is exempted from taxation by the acts of both States, until the profits reach ten per cent. per annum on the cost of construction.

COST OF THE ROAD.

To complete the road with reasonable equipments, it is estimated that ten millions will be required. By the adoption of temporary work at tunnels and other difficult points, it is estimated that six millions five hundred thousand dollars will open the road from Covington to the Ohio River.

FUNDS.

The city of Richmond and counties along the line of the road have already subscribed \$3,500,000, payable in eight per cent. bonds, convertible into stock; and an effort is being made to raise the additional sum of \$1,500,000, so as to make up the total sum of five millions in the two States.

We think that Cincinnati has an equal interest with Richmond in this road. Richmond, having a population of only sixty thousand, of which one half are negroes, and real and personal property assessed at twenty-five millions, yet Richmond voted by a vote of twenty to one, two millions to this road. Her subscription, however, is conditional upon there being three millions subscribed by other parties, so as to make up five millions.

INTERESTS OF CINCINNATI.

By reference to the map, it will be found that the nearest and best route for Cincinnati to the best harbor on the Atlantic is by the line of the Chesapeake and Ohio Railroad.

	Miles.
From Cincinnati to Baltimore, via Parkersburg.....	588
From Cincinnati to Richmond, via C. & O. R.R.....	562
From Cincinnati to Parkersburg, by river.....	280
From Cincinnati to head of navigation on railroad.....	280
From Parkersburg to Baltimore.....	383
From head of navigation of railroad to Richmond.....	308
Making a difference by this line of rail and water of seventy-five miles in favor of the Chesapeake and Ohio route.	
Taking Memphis and Louisville as points, we find the comparative distances as follows:	
	Miles.
From Memphis to Richmond, via Covington.....	919
From Memphis to Baltimore, via Cincinnati.....	1,067
From Louisville to Richmond, via Covington.....	634
From Louisville to Baltimore, via Cincinnati.....	690
Making a difference of fifty-six miles in favor of the Chesapeake and Ohio line.	

In addition to the advantages on the score of distance and grades, we think it proper to remark, that a connection of the Chesapeake and Ohio road, with the James River and Kanawha Canal, now operating to within thirty miles of the line of the present Central Railroad, will greatly improve the capacity of this line for heavy freights, and will reduce the railroad portage to the distance of one hundred and forty miles.

Besides, the line from Cincinnati to Norfolk, can, and will, no doubt, be greatly improved

in distance and grades, by adopting a line from Cincinnati, up the Ohio River to the mouth of the Big Sandy, which, it is estimated, can be done in a distance of 140 miles, and by the construction of a road down the James River, by Lynchburg to Richmond. The making of this last-mentioned road will be a necessity in order to accommodate the trade, and will act as double track on the eastern portion of the line.

If this should be done, the distance by railroad from Cincinnati to Richmond will be 545, to the harbors at Newport News 600, and to Norfolk 630 miles. The maximum grades to the top of the Alleghany Mountains will not exceed thirty feet to the mile, and thence to Norfolk will be a continuous descending grade.

The great part of the trade of the West from St. Louis, Louisville, and even from Memphis and Chicago, will pass through Cincinnati, seeking an outlet to the Atlantic. Neither Chicago nor Memphis can find a cheaper, safer, or more expeditious route to the Atlantic.

Connecting with the Ohio at its most Southern point, this road will command thousands of miles of steamboat navigation, securing thereby the trade of the Ohio, Mississippi, Missouri, and their tributaries. The extent of the products of this region is familiar to the people of Cincinnati.

LOCAL TRADE.

This road passes through a coal-field, for a distance of near a hundred and fifty miles, unequalled in quantity and quality by any in the United States. Cannel coal, found nowhere else in such abundance, will furnish an immense trade in both directions. It is estimated that a million of tons per annum of this coal will be shipped on this road to the Northern cities, and sold at prices giving large profits, as well to railroad companies as to miners.

Splint coal (sometimes called semi-cannel), suitable for the manufacture of pig iron, without cokeing, and valuable for general purposes, is found in inexhaustible quantities. The deposits of iron ore on the eastern slopes of the Alleghany, and in the valley of Virginia, are equal in quantity and quality to any in the United States.

The materials, coal, iron ore and limestone for the manufacture of pig metal can be united on the line of this road at less than half the cost than it can be done in the most favored iron regions in Ohio. The materials required to make a ton of pig iron, cost in Ohio from \$20 to \$25. The cost of the same on the line of this road is from \$10 to \$12.

The products of the forest, and the agricultural products, convenient to the line of the road, will compare favorably with any other line in the country.

PROBABLE REVENUE.

From an examination of the earnings of several of the leading railroads, such as the New York Central, New York and Erie, Reading, Pennsylvania, Baltimore and Ohio, and Pittsburg, Fort Wayne and Chicago, built at an average cost of \$77,470 per mile, we find that their average earnings per mile, for the last year, was \$29,340. An earning at this rate, on the 425 miles of the Chesapeake & Ohio Railroad, will give a gross revenue of \$12,532,000. Allowing one-half for expenses, will give a net revenue of \$6,276,000, which is more than twenty per cent. on a capital of \$30,000,000.

Assuming that ten millions will complete

the road, it will be represented by a capital of less than \$15,000,000, on which, dividends and interest will have to be paid. A net revenue of only \$900,000 will be sufficient to pay the preferred dividend of 8 per cent. on ten millions of stock and the interest on the present debt of the company.

If there is any information desired by the committee which we are in possession of, we will be happy to furnish it.

When Mr. PAXTON had finished reading the above very able paper, the Chairman invited HENRY C. LORD, Esq., President of the Ind. Cin. & Lat. R.R., to address the meeting, relative to the subject under consideration.

Mr. LORD in a very succinct address showed the isolated position that Cincinnati was being forced to occupy with reference to the routes of travel; that it was to the interest of the great Atlantic cities of Boston, New York, Philadelphia and Baltimore to divert the trade of the West by routes that would pass by or around our city, and that the interests of Cincinnati demanded that she should have an independent outlet to tide water. That from the statements made by Col. PAXTON, this route would be the best avenue, not only for Cincinnati, but for a large portion of the West, through which to send their surplus products to the seaboard. That the advantages presented by the exceedingly low gradients and short route to tide water, were such as to command the carrying trade, and that if he had such a line under his control he would be willing to guaranty to the city all the traffic they might desire.

After some remarks by other gentlemen, it was resolved to appoint a committee of five to draw up resolutions on the subject, and to report at a future meeting. The Chair named the following gentlemen as members of the committee: H. C. Lord, R. M. Bishop, Miles Greenwood, James Dalton and John A. Gano.

After the consideration of some other matters the meeting adjourned, to some future time, to be named by the committee.

PETROLEUM FOR STEAM FIRE-ENGINES.—Some experiments were made in Boston on Saturday with liquid fuel for steam fire-engines, and results were obtained surpassing the expectations of the most sanguine of the scientific gentlemen present. With the engine perfectly stationary, the steam gauge showed nine pounds of steam in six minutes from the time that the match was applied. When the throttle was opened, the engine set in motion, and steam ran up immediately to 45 pounds; water was then turned on, and 110 pounds of water pressure maintained with 40 pounds of steam. This was a most remarkable result. As the fire was increased the steam ran up to 60, with the throttle wide open, and the engine working to its full capacity. The experiment continued for one hour, when the fire was instantly extinguished by the engineer, to the astonishment of all spectators. The oil in the small tanks was lowered just two inches, and the cost of the same was only about 30 cents, while with coal for fuel it would have cost about \$2.80, or one-tenth of a top.

The Atlantic & Great Western Railway.

From the London Railway News of August 31.

DEAR SIR:—In my last I confirmed emphatically my views of the capability of the Atlantic and Great Western Railway to meet all engagements—with the public who have purchased its securities, with creditors who have loaned it money, and ultimately to satisfy the just expectations of shareholders who have made great sacrifices to carry it to completion. The destruction of the company's credit through the weakness and wickedness of parties in Europe created hopes here in America that the whole enterprise would become an easy prey to parties who had long been looking at it with fear, avarice, or jealousy, and unfortunately I had not in the United States any one with courage or intelligence sufficient to induce them to show fight in its behalf. But my presence here disconcerted some schemes and gave renewed strength to my wavering friends. The whole of its affairs show a vast improvement since the Atlantic and Great Western Railway passed into the receiver's hands, and I feel confident of reaping the fruits of a great victory, if those so deeply interested as you and others are will refuse to listen to any suggestion short of payment in full, in a reasonable time, and will support me in keeping the property as a unit, and in a sound state of administration. I have always stated that we have earned the interest on our securities as they were issued, and herein has been and is our strength. Had the affairs of the road been vigorously administered, its resources fairly developed, and reasonable economy exercised in its disbursements, all interest money would have been regularly provided, and, consequently, from sustained credit, a very much higher rate had from sale of bonds and shares under pledge for advances. The realization of these latter at disastrous rates deprived me of the use of at least a million sterling in 1866—caused me a loss to that extent in money, and greatly more in credit. I repeat this to show that my financial policy was sound, and thwarted only by default elsewhere, which arose from the demoralization caused by the raid on me in London. But can we recover lost ground? Yes, easily. The independent investigation made by the committee will carry conviction to the public mind that whatever it advises is based on realities. In order to insure the committee's independence, I have declined in any way to interfere with its investigations beyond securing for it access to every information as to the financial and mechanical position of the railway, and an insight into its administration here and in London and its resources. The committee having arrived at its report, I do not mean to become a tame spectator in future. *I will not intrust the enormous interest I represent to any man or body of men.* All who examine into our resources acknowledge that we have in our power a traffic superior to that of the Erie, the Pennsylvania Central, or any other line in the United States. Our traffic this year will be \$6,000,000. I know it is much under this at present, in proportion, but we have five great months before us. The new Lisbon line, when completed, will give additional \$2,000,000. This is, I believe, Mr. Jewell's estimate, after days of examination on the spot. Our Mahoning traffic can be increased \$1,000,000. Our cattle traffic (hitherto so strangely neglected) will reach \$1,000,000. Our passenger traffic, including emigrants, of whom we have never had a share, and through passengers between New York,

St. Louis, Cincinnati and Cleveland, which has always been neglected, \$2,000,000. Out of 750,000 passengers carried last year, only 1,200 (twelve hundred) were from and to the Ohio and Mississippi, and about 50,000 to, and from the Erie. The Pennsylvania Central (not so well situated as the Atlantic and Great Western for passengers) received in 1866, \$3,500,000, five times the amount received by us, and in the number of passengers fourfold, the mileage being about the same. The corn, timber, cotton and general produce trade can be increased \$3,000,000; making our receipts in 1870 reach at least (fifteen million dollars) \$15,000,000. Take our expenditure at 60 per cent. (and in opposition to great railway authorities here, but in harmony with the views of some of the greatest and most experienced, I contend that 50 per cent. on such a line as ours should suffice), and we shall have a net income of six million dollars in 1870, which will enable us to pay all interest on bond, 7 per cent. on shares, and leave a surplus of nearly two million dollars. This will assure par value, at least, for our shares, and, as the indebtedness of the company is covered by shares, even if sold at much less than par, it is plain that 1870 will see us free from every indebtedness. I am quite prepared to substantiate by unanswerable facts the correctness of my estimate of receipts under a wise and vigorous administration—one devoted to the prosperity and honor of the company, and utterly opposed to selfish interests in any degree or department. West of our lines, railways are being opened to the extent of 100 miles weekly, through undeveloped territories, where each man does work and produces bulk for transport equal to ten men in Europe, by the use of machinery; girls sowing fifteen acres of wheat in a day; boys ploughing with steam ploughs; mowing machines and reapers, of which you in England know something, but not much; coal mines worked in seams high above the level of our road, with an insatiable demand for their produce in districts supplying in return ores and corn; a population active, intelligent, and restless beyond anything known elsewhere. Consider these facts, and you will see that I do not look forward too fast, and that I have good cause for being sanguine in possessing 500 miles of railway in the very heart of this continent. I shall be glad if you will patiently read through this letter, and place it in the hands of your colleagues and other friends interested in the success of the Atlantic and Great Western Railway. I have not written so fully before because I did not wish to prejudice the labors of the committee, and I was determined first of all to see whether the conflict with a party of my directors here could be settled peaceably and all complications removed. The only thing I now dread is that others, not so much interested as myself, may prefer, in order to secure a personal victory, to depreciate my views, and thus weaken my power to realize my plans. I have induced Mr. Cave to go over many thousand miles of Western railways in order that he may contrast their structure and equipment with ours, and at the same time to see that the resources for our traffic are at least equal to my representations. The whole of the railways called the four trunk roads—New York Central, the Pennsylvania Central, the Baltimore and Ohio, and the Erie, with the Atlantic and Great Western, do not now carry 5 per cent. of the bulk of the western produce which would seek transport over them if proper facilities were provided—not 5 per cent.

Believe me, always most faithfully,

JAMES M'HENRY.

Railway Reforms.

The Philadelphia *Ledger* says that the managers of the principal railroads of New Jersey have agreed upon the following basis of reform for the working of the roads of that state:

First—The fare is to be two cents per mile on all roads and for all distances. This is the rate on all the great routes through New York State. From New York City to Buffalo, about 450 miles, the fare is \$9; from Albany to Buffalo, 300 miles, it is \$6 and so for any intermediate distance. It is on this account that Philadelphians are induced to go through New York City to Buffalo or the Falls, rather than by the direct route through Northern Pennsylvania, which is about 100 miles shorter in distance and should be at least three dollars less in price. The two cent rate is ample on all great thoroughfares. Low rates are sure to enlarge travel to an extent that will more than compensate for the reduction. Second. Tickets are to be considered good on any train belonging to the line that issues them until they have been taken up by the conductor. This is simply in conformity to the law, as declared in every court in which the point has been contested, and the railroad managers do well to recognize it, and conform to it. Third, local commutation tickets, at low rates, will be issued, and every other inducement to encourage local travel, traffic and improvement will be extended. There can be no railroad policy more wise and beautiful than this. It is not only the parent of great improvements and rapid settlement, but it is sure, in the long run, to enrich the railroad company that consistently carries it out. Numerous instances might be given in proof of this, but there is a conspicuous instance in one of the richest railway companies of Illinois. It is a "through line," yet its local trade yields no less than 95 per cent. of its gross receipts. Fourth, Persons along the line and elsewhere are to be encouraged to undertake a produce commission business, that will bring the farmer and consumer closer together, so as to avoid the extortions of several classes of middle men. This is important to every person in Philadelphia, as well as to the farmers. Of the high charges paid by consumers for all kinds of farm produce, it is rare that so much as one-half goes to the farmer, the other half being absorbed in the immense profits of the middle men. We could give instances in which housekeepers pay three, four and five times as much for the commonest vegetables as the middle men pay to the farmers. The proposed plan of the Jersey railway companies is designed to abolish these excessive charges. Fifth, An effort is to be made to abolish what these companies call the "Express nuisance," and to adopt in its stead the system of "parcels delivery" in use on the English railways. In this the companies will be doing no more than what both duty and sound policy have long since indicated. The railway companies which furnish the transportation of this whole class of business, should be in every sense "carriers" of every package to its destination, bearing the responsibility and reaping the profit. When such a system shall be universally adopted it will not only lessen the expense for the transportation of light packages, but will add largely to the profits of stockholders. The sixth, seventh and eighth, points refer to kindred facilities to be extended, and similar advantages to be gained in the transportation of freight and the encouragement of local traffic and improvement. Ninth "No further attempts are to be made to control the action of the State Legislature."

Sandusky, Dayton & Eastern Railroad.

The annual meeting of this Company was held in this city on Wednesday, October 16th. The following were elected Directors for the ensuing year:

Rush R. Sloane, Sandusky; Jacob W. Pierce, Boston; I. M. Spelman, John C. Pratt, and John S. Farlow, Boston; Elisha C. Litchfield, New York; William Wilshire, Cincinnati; Abraham Cahill, Dayton; William G. Lane, John P. Thorpe, and George J. Anderson, Sandusky.

The following are the officers of the Company:

Rush R. Sloane, President; J. H. Latham, Secretary and Treasurer; John C. Williams, Superintendent.

The road during the past year has been greatly improved, and the work of refitting it with complete new iron, will be consummated this fall. Many of the station houses have been rebuilt or refitted, and there will be left for next season only some two or three station houses, and a portion of the ballasting of the line. It has become by these improvements as smooth and agreeable a line of travel, and as reliable a freight route as any in the country. In addition to these improvements, others appear that are none the less interesting, as is shown by the reports of the officers. We append hereto a comparative statement of the earnings and expenses for the month of September, in 1866 and 1867:

	1866.	1867.
R'cpts from Passengers	\$15,670.94	\$26,518.06
" " Freight.....	35,441.63	39,530.34
" " Incidentals	2,937.71	5,175.00
Total.....	\$54,050.28	71,223.40
Expenses.....	44,694.17	\$39,000.00
Net.....	\$9,356.11	\$32,223.40

The Treasurer's report shows that the gross earnings for the year 1867 were much greater than the previous year, while the net earnings for the present year are set down at fully \$60,000 over the amount for 1866. This speaks well for the present management of the road and gives indications of future usefulness and prosperity that must be in the highest degree gratifying to the stockholders, and to the people of Sandusky, whose interests and prosperity go hand in hand with those of a public thoroughfare like the S. D. & E. R. that has its terminus in their city.—*Sandusky Register.*

The Corinth & Tennessee Railroad.

Cincinnati, O., October 22, 1867.
To the Cincinnati Chamber of Commerce.

Your Committee, appointed at a public meeting held on the 17th inst., to examine the papers of the projected Corinth & Tennessee River Railroad and to give our opinion as to its claims on the citizens of Cincinnati for aid, beg to report that we have given the whole subject a careful examination, and submit our views as follows:

The Commissioners appointed by the States of Mississippi and Tennessee, to organize a company for the construction of a road, authorized J. S. Wofford, Esq., to solicit subscriptions.

We have examined that gentleman's credentials, the charter, surveys, and other papers, all of which bear satisfactory evidence that Mr. Wofford is properly authorized, and that the proceedings thus far have been regular and orderly.

Assurances have been given by the Mobile & Ohio Railroad of mutual co-operation with the road, adopting a system of *pro rata* equality on

all freight, received from and delivered to this road.

This end being gained, we deem such a connecting link as the road will afford, of great importance to our city in opening up for its trade the interior of the fertile States of Mississippi and Alabama. Therefore we commend the project as worthy of aid from our citizens, and that subscription to the stock be binding when a contract shall have been made with the Mobile & Ohio road insuring the advantage named, and when sufficient stock shall have been subscribed to complete the organization of a company to carry forward the enterprise.

GEORGE FOSTER,
WILLIAM R. PEARCE,
ROBT. MOORE,
D. G. FOWLER,
JAMES MORRISON.

L. R. Hull's name has been added to this Committee, who, by the terms of the resolution appointing them, were directed to solicit subscriptions.—*Cin. Com.*

THE FINANCIAL CONDITION OF PHILADELPHIA.—On Monday, September 23, the City Controller submitted to the Finance Committee of City Councils his annual statement of appropriations, estimated expenditures, etc., to enable the committee to fix the tax rate for 1868.

The net value of real and personal estate subject to city tax is.....\$452,131,580 00

On which the committee fixed the rate at \$1.40 on the \$100, and which will yield..... 6,329,842 12

The funded debt of the city is stated to be as follows:

To amount city loans outstanding, viz:	
Balance of amount prior to consolidation.....	\$11,258,321 79
To pay for stock subscribed before consolidation.....	1,725,000 00
To pay for extension of gas works.....	2,403,000 00
To pay for permanent improvements.....	4,357,800 00
To pay for war purposes.....	11,650,000 00
To pay for municipal purposes, 5,340,784 00	
Loans authorized but not issued, including special loans.....	2,090,000 00
	\$38,824,905 79

By cash in hands of sinking fund commissioners.....	\$217,395 67
By city loans in hands of sinking fund commissioners.....	2,939,700 00
By stocks, &c., at market value,	6,652,200 00
And the following as per report Jan., 1867:	
Wharves and markets.....	1,646,500 00
City property exclusive of public buildings and squares.....	1,341,000 00
Schools and real estate under the police.....	2,128,960 75
Railroad, water, gas, loan, prison, &c.....	11,957,500 00
City loans unsold.....	2,090,000 00
Balance.....	9,851,649 37
	\$38,824,905 79

The city of Philadelphia, it must be borne in mind, owns the gas works and water works; also public schools, market houses, wharves, parks and other real estate; also railroad shares in very large amount, and which can at any time be converted into money.—*Mining Reg.*

MONETARY AND COMMERCIAL.

The demand for money at the discount houses has been more urgent than heretofore, attributable partly to increased trade, and the withdrawal of capital from general traffic to meet the wants of the pork business. Bankers find active employment for all the means they can spare for this line of their business at full rates. The usual charge to customers is 8 to 12, with a firm market and the tendency of rates in favor of the lender.

The surplus of Eastern Exchange is not in excess of the demand, and the market is firm at the quotations:

	Buying.	Selling.
New York.....	par	50c prem.
Philadelphia.....	par	60c prem.
Boston.....	par	50c prem.
Gold.....	143 1/2	143 3/4
Silver.....	133 @ 136	137

The New York gold market has been quite steady during the week, as will be seen by the following table of daily fluctuations:

	Opening.	Highest.	Lowest.	Closing.
Oct. 17.....	143	144 1/2	143	144 1/2
" 18.....	144 1/2	144 3/4	144	144
" 19.....	143 1/2	144 1/2	143 1/2	143 1/2
" 20.....	144 1/2	144 3/4	144 1/2	143 1/2
" 21.....	144 1/2	144 3/4	143 1/2	143 1/2
" 22.....	143 1/2	143 1/2	143 1/2	143 1/2
" 23.....	143 1/2	143 1/2	143 1/2	143 1/2

The *Tribune* of Wednesday says of the New York market that "money to stock houses is in good supply at 7 per cent, but there is no ease in any other quarter. Banks being able to meet 7 per cent on call, decline to discount except for those who cannot safely be refused, and paper on the street passes very slowly. At the same time the discovery is made that instead of a small supply of commercial bills the amount is large, and credit in many directions much contracted. Importers are making heavy losses, and jobbers and retailers are making no profits.

Government stocks are steady, with a moderate business. Tennessee 6s are in more demand, and sold at 61 1/2 @ 62. Railway bonds were steady. The speculative share list has been much excited. Erie sold at 73 1/2 @ 74 and closed at 71 1/2. North Western Common sold at 48 1/2 @ 46 1/2, closing at 47 1/2 bid. New York Central was heavy all day. The rest of the market, in sympathy with Erie, was excited. The "ten per cent stocks," Rock Island, Fort Wayne, Reading, etc., were dull, and without support except from "interested friends," and no large blocks of them could be sold at quotations. At the Second Board Reading broke to 97 @ 97 1/2, Fort Wayne to 98 1/2 @ 97 1/2, and Rock Island to 96 @ 96 1/2. After the boards adjourned prices were weak, and stocks were offered quite freely. The closing rates were: New York Central, 112 1/2 @ 112 1/2; Erie, 71 1/2 @ 71 1/2; Reading, 96 @ 96 1/2; Michigan Southern, 80 @ 80 1/2; Cleveland and Pittsburgh, 82 1/2 @ 83; Rock Island, 96 @ 96 1/2; Northwestern, Common, 47 1/2 @ 47 1/2; do., Preferred, 66 1/2 @ 66 1/2; Fort Wayne, 98 @ 98 1/2.

The Commercial Bank of Canada, with a capital of \$4,000,000, has stopped payment. The concern has been weak for some time, and lost heavily by engagements on account of the Detroit & Milwaukee, and the Great Western Road of Canada. The failure of Buchanan, Harris & Co., large debtors to the bank, probably caused the suspension finally.

S. D. & C. RAILROAD COMPANY.—The annual meeting of this company was held in Sandusky on Wednesday, the 16th instant. The following were elected Directors:

Rush R. Sloane, Sandusky; Jacob W. Pierce, Boston; Israel M. Spelman, do; John C. Pratt, do; John S. Farlow, do; Elisha C. Litchfield, New York; William Wilshire, Cincinnati; Abraham Cahill, Dayton; William G. Lane, Sandusky; John P. Thorpe, do; George J. Anderson, do. The following are the officers of the Company: Rush R. Sloane, President, L. H. Latham, Secretary and Treasurer.

Receipts of the Western Union Railroad Company, for the week ending October 14:

	1867.	1866.	Inc.	Dec.
Freight.....	\$20,749 97	\$18,920 72	\$2,529 25	.....
Passengers	4,165 07	3,645 00	520 07	.....
Express and Tel.	570 00	250 00	320 00	.....
Mail.....	375 00	379 91	.....	4 91
Totals.....	\$25,850 04	\$22,495 63	\$3,354 41	4 91
Decrease.....				4 91

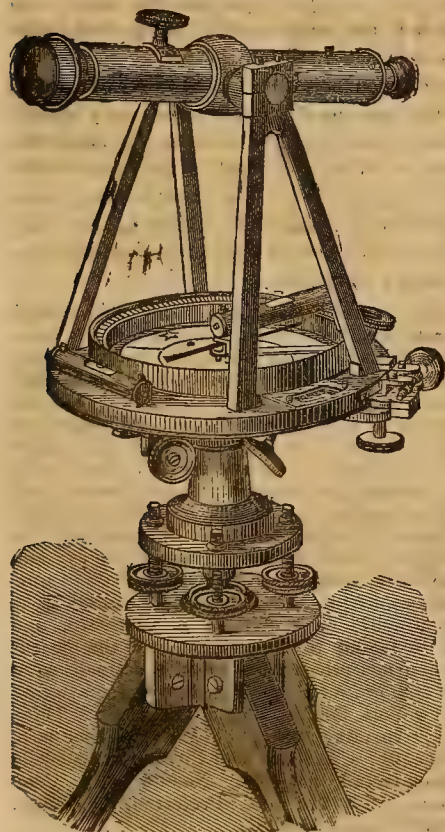
Total Increase..... \$3,364 41

Receipts from January 1, to Oct. 14:

1866.....	\$627,006 40
1867.....	573,742 14

Decrease.....\$ 53,264 26

ENGINEER'S TRANSITS, LEVELS, Leveling Rods, Chains, etc.



T. F. RANDOLPH & BRO.
Manufacturers
67 West Sixth St.
CINCINNATI, O.

Jan 24 '67, 3mp

SUSPENSION COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 1/2 inches in width, and under. For Tickets over 2 1/2 inches in width.

SIZE NO.	NO. OF FORMS.	PRICES.	SIZE NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St., Cincinnati, O

WRIGHTSON & CO.,

Railroad Printers

167 Walnut Street,

CINCINNATI, O.

HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards,

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

Way Bills,

Blank Books,

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Got out in first-class style, and at as low rates as any establishment in the country.

R. W. CARROLL & CO.

Wholesale and Retail

BOOKSELLERS AND STATIONERS,

No. 117 West Fourth Street,

CINCINNATI, O.

Keep always in stock a full assortment of

BOOKS & STATIONERY AT LOWEST PRICES.

BLANK BOOKS,

Of any desired pattern made to order promptly.

Particular attention paid to BLANK BOOKS and BLANK WORK for

RAILROADS, BANKERS,
MERCHANTS, INSURANCE COMPANIES,
MANUFACTURERS, EXPRESS COMPANIES,
PUBLIC OFFICES, Etc., Etc.

BINDING OF ALL KINDS NEATLY EXECUTED.

Those desiring FIRST CLASS BOOKS can have them done satisfactory at reasonable prices.

R. W. CARROLL & CO.

117 West Fourth Street, 2 doors east of Race.

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H. & D. & M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C. & I. C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C. & I. J. R. B. College Cor., Ind.
J. M. LUNT, Sup't, C. & I. C. R. R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C. H. & D. R. R., Cincinnati.
J. H. WELLER, Ass't Sup't, D. & M. R. R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G. W. R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C. & I. J. R. R., Hamilton
O. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., Indianapolis
[Aug. 2, 11.]

THE

STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.
WITH THE

STEAM SYPHON WATER-STATION

a locomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops, Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circulars and other information, address,

STEAM SYPHON COMPANY,
48 Dey Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

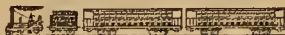
CINCINNATI.

THROUGH —FROM— CINCINNATI TO NEW YORK

WITHOUT CHANGE OF
COACHES!

—VIA—

Atlantic & Great Western R'y.



PASSENGERS leaving CINCINNATI by the A. & G. W. Railway, on Saturday Morning, by the 6:00 a.m. Lightning Express, go

THROUGH TO NEW YORK

Without Detention arriving in New York 3:15 p.m. next day, Sunday.

2 Through Lightning Express Trains for New York, Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave Cincinnati.....	6.00am.....	7.00pm
" Dayton.....	8.20 ".....	9.15 "
Arrive West Salem.....	1.40pm.....	4.03am
" Leavittsburg.....	4.40 ".....	7.30 "
" Meadville.....	7.05 ".....	10.15 "
" Susquehanna.....	7.30am.....	10.38pm
" Paterson.....	2.33pm.....	6.17am
" New York.....	3.15 ".....	7.00 "
" Boston.....	6.00am.....	5.00pm

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for all Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

W. B. SHATTUCK, Gen'l Ticket Agt. L. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1865, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers front to East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 light

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:30 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO

ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

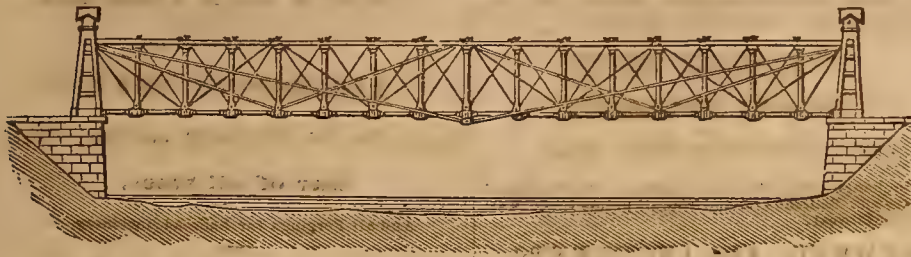
Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5.15 P. M.	5.05 A. M.
Harrisburg Accommodation.....	10.10 A. M.	12.25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.
F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned, is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburg, Pa.

Letter Box, 1392.

M. W. BALDWIN.

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and all the work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes;

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
myll Pittsburg, Pa.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 12, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester Branch. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, *Master Transportation, Baltimore*
J. H. SULLIVAN, *Gen. Wes. Ag't, Baltimore, O.*
L. M. COLE, *Gen. Ticket Agent, Baltimore.*

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run CINCINNATI Time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago. Advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front-street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,

General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

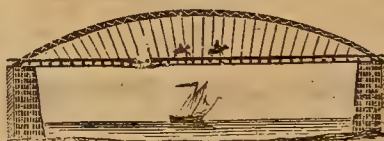
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods,

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

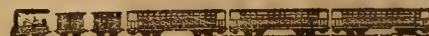
Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same. &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, } Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, OCTOBER 31, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
“ “ per month.....	3 00
“ “ six months.....	12 00
“ “ per annum.....	20 00
“ column, single insertion.....	5 00
“ “ per month.....	10 00
“ “ six months.....	40 00
“ “ per annum.....	80 00
“ page, single insertion.....	75 00
“ “ per month.....	25 00
“ “ six months.....	110 00
“ “ per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Morning Express	7:00 P. M.	6:10 A. M.
Night Express.....	6:00 A. M.	6:00 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		

Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	6:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	10:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:35 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.

Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.
Louisville Special Train.....	3:45 P. M.	1:50 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

Railroads in Relation to Cheap Freights and Surplus Crops.

In our last, we stated the new plan to make cheap freights; and the absolute necessity of cheapening freights, in order to carry off the surplus products of the country. But this question has an interest and important bearing on the existing railroads. It is plain, that the great railroad lines between the East and West, have come to a stand still. Their receipts are no larger, if as large, as they were several years ago. Some suppose this is because the war has ceased, and products go South. This is only partially true. Others think that it is owing to short crops. This, too, is partially true. In our immense country, if crops are bad in one State, they are good in another. There is never a general failure of crops. Nor is it nature so much as man, which causes that failure. The question is, *why* are crops short? In our opinion, the crops of the eight or nine Western States would be doubled at once, if the price of transportation could be reduced one-third. Perhaps we could not demonstrate that; but, it seems to us quite evident, from the fact we mentioned in our last article, that Indian corn has been actually burned for fuel. But, put such an exceptional fact as that out of the case, and take the other fact of the very small amount of Indian corn exported. While the West exports a great deal of grain and flour, both to the Atlantic and Europe, it exports scarcely any (comparatively) of Indian corn. But, Indian corn is the very thing to supply the wants of a laboring population. Why not export it? Simply, because the cost of transportation is equal to the value of the corn; and while this is the case, it will not be exported. But take a case near home. *Coal* is selling at Cincinnati to-day (October 29th), at 40 cents per bushel! Now such a fact as this is a disgrace to the railroads. If the Marietta and Wilmington Roads, were properly equipped and managed, they could make an immense profit, by bringing and selling coal at Cincinnati at 20 cents per bushel. The truth is, our railroads throughout the country are not managed with reference to cheapening freight. To this there are two or three exceptions in coal roads in Pennsylvania, which have demonstrated that such roads can be made very profitable; but as long as it costs so much to carry off the products of the country by railroad, the surplus products, the export trade, and the profits of railroads will all be less than half what they ought to be. In order to illustrate this we will give a few facts;—in the first place, we have the total receipts of sixteen railroads, engaged in carrying off Western produce, and the following are their aggregate receipts for similar portions of last year and this:

	1866.	1867.	Inc.	Dec.
Total in August.....	\$6,619,850	\$6,973,228	\$353,758	.....
Total in July.....	5,987,856	5,754,795	.....	213,061
Total in June.....	6,708,446	5,815,741	.....	890,705
Total in May.....	6,402,287	5,907,650	.....	494,637
Total in April.....	5,473,127	5,812,738	339,611	.....
Total in March.....	5,593,323	5,639,601	46,078	.....
Total in February.....	4,664,525	4,798,978	134,453	.....
Total in January.....	6,378,441	5,413,437	34,996	.....

January to August,
8 months.....\$46,905,855 \$46,115,168 \$ 790,687

It is also necessary, in making these comparisons, to keep in mind that the grain movement last year, owing to short crops, was very limited, and that, consequently, the railroad receipts were less than the previous year. The earnings of August 1866 were about 8 per cent. below those of the same period of 1865; and the receipts of last month averaged 3 per cent. less than those of two years ago, the total for August of 15 of the above roads being in 1865, \$7,096,559, and this year, \$6,878,361.

Here, the explanation is given of a want of crops; but, we see that the railroad receipts have been less for three years. This proves that the railroad business of these lines is at a stand still, which is the point we want first to notice; but, in the meanwhile, the population and business of the country is increasing. The truth is, as we have said, we want a *new era* in railroad management. If the plan we described in our last is not practical, why do not the great lines now in operation adopt the practical principle of *adapting the road to its business*. We confidently say, this has never been done. The companies will say, they had not the means; but, we have come to a period, when capital can always be found for what can be shown to be profitable. In an agricultural country, a railroad should be adapted to carry off agricultural produce; and in a mineral country to carry coal and iron. Through the great North-west, where the products of wheat, corn, and oats may be quadrupled, if freight is not too costly for profit; the road should be adopted to cheap freight. First, make freights more *uniformly at a moderate speed*, and without interruption from other trains; this will wear the road and cars but little. Secondly, in order to do this, *freight tracks* must be provided. No good road should pretend to have less than two tracks, and as speedily as possible should have *four* tracks. But if the road has but two, it may still be run with great uniformity, by having extensive turn-outs, where the passenger trains are most likely to meet.

But, the greatest failure in adaptation is on the roads running through the mineral regions. They have generally no adaptation at all, except in Pennsylvania and Maryland. Take for example, Cincinnati, to which several roads run through coal mines; but which have no cars made for the purpose; no coal yards, and no preparations for economy and convenience. It can be demonstrated, that at the rates coal sells at in Cincinnati for an average of years, it would be extremely profitable for railroads properly arranged, to carry coal to Cincinnati; yet it is not even attempted. Fuel, hence, of all kinds is rising so constantly and has attained so high a price, that sooner or later it must be brought by railroad. It would be well in those railroads which can do it, to begin their preparations. The following table, taken from the "*Merchants Magazine*," will illustrate another point of this subject. It is a table of the arri-

vals of breadstuffs at the ports of Chicago, Milwaukee, Detroit, Toledo and Cleveland, for the two months ending October 5th, 1867.

	1867.	1866.	Increase.
Flour.....bbls..	1,024,989	196,026	228,963
Wheat.....bush.	12,164,265	7,377,973	4,786,292
Oats.....bush.	5,292,236	1,922,150	3,370,086
Barley.....bush.	1,593,071	703,797	889,274
Rye.....bush.	736,583	451,817	274,766
Total.....	19,776,155	10,455,737	9,320,418
Corn.....	7,701,473	10,544,723	Dec. 2 843,250

The receipts of wheat show an increase of 65 per cent, and of oats, 175 per cent.; while with the total of wheat, oats, barley and rye there is an increase of 90 per cent. In corn there is a falling off of 2,843,250 bushels, or about 37 per cent.

This is apparently a large amount, but the export of corn is not one-fourth of what it ought to be. But, aside from that, this is the whole export for that time of the great North-West; a territory which has half a million of square miles, and ten millions of people. There can be no doubt, that the surplus exported might be doubled with cheap freights. It would stimulate both production and consumption. Time will no doubt regulate all these things. The time will come, when the practical management of railroads will be very different from what it is, and much better understood. The expenditure of much larger capital in making improvements will greatly increase the profits of the companies, as well as enlarge the exports of the country.

The Treasury Statistics, What we Import and How we Pay for It.

Some two or three years since, Congress established a Bureau of Statistics in the Treasury Department. It is not a general Bureau of Statistics. On the contrary, it is confined to only a small branch of it. In fine, it is almost entirely limited to the class of information which comes within the purview of the Treasury. This is wholly commercial. In this branch, however, its services are very useful, and are well performed. We have before us the eighth and ninth monthly reports of the Bureau on Commercial Statistics. It contains the whole imports and exports of the country for the last commercial year ending June 30th, 1867; and also of the last four months, bringing the returns to the 1st of October. We can thus get an insight into the operations of our foreign trade.

The following is a table of the values of imports and exports, both being reduced to gold values, for the year ending June 30th, 1867:

Net imports.....	\$391,500,133
Domestic exports.....	334,474,116

Balance against us..... \$57,026,017

Some of the items of our importation and exportation are interesting and show what are the currents of commerce, and also of manufactures and of fashion. Thus,

GOLD:—

Imports of gold.....	\$5,858,802
Exports of gold.....	55,116,384

Balance exported..... \$49,257,582

The best estimates of gold produced from the mines of the United States in that year, make the amount at least \$80,000,000. Hence, notwithstanding the constant drain of gold from this country, it is probable that we annually retain a balance at home. The country, however, is constantly increasing in business and population.

COFFEE.—This has now become one of the great articles of importation into this country, and as the demand is constantly increasing, and we cannot raise it, except on a very small territory; it is likely to be one of the largest articles of our importation. For the four months, ending June 30th, we imported 84,000,000 lbs. of coffee. At this rate we imported 250,000,000 lbs. in a year, and this is probably about an average. Supposing there are now 37,000,000 of people, and deducting 4,000,000 of negroes, we have 33,000,000 of consumers, which gives about 7½ lbs. of coffee to each individual. Although many families consume three times this proportion, it is probably very near the average. At 28 cents per pound, quite as low as the average retail price, it gives \$2.03, as the cost of coffee to each person; or, in other words, coffee costs the people of the United States *sixty-six millions of dollars*. The import cost is a great deal less; but the difference goes to shippers, importers, jobbers, and retailers; and it is in this way that commerce supports so many persons.

SUGAR.—This is the heaviest article of foreign importation. In the four months, ending June 30th, 1867, we imported 574,000,000 lbs. of sugar, or at the rate of 1,722,000,000 lbs. per annum. Making the same calculation, as before, we find that each individual consumes 57 lbs. of sugar; but, as Louisiana produces a good deal of sugar, we may safely assume that 65 lbs. are annually consumed by each person. In the consumption of sugar, people come much nearer an average than in any articles except flour and meat; for no civilized people will do without sugar; and in a healthy state of the body, sugar is indispensable. For the four months above stated, the cost of imported sugar was, in gold, \$29,236,004. This is equal to \$87,708,012 in gold; which is equal to \$122,791,216 in currency; and nearly equal in values to one-fourth of our whole importation.

TEA.—Of this we imported in four months 21,532,008 lbs., at a value of \$6,269,427 in gold. Thus we import about 64,000,000 lbs. of tea, worth \$17,000,000 in gold; or \$24,000,000 in currency. For a year, we import 190,000,000 lbs. at \$72,000,000. There is one notable circumstance about this importation of tea, that after allowing for a heavy tariff, the middle men, freighters, merchants, and

retailers, make larger profits than on any other article of merchandise. This is probably the reason why Tea Companies are formed, which furnish teas cheaper.

The consumption of the three principal articles of import we have mentioned, come to the following sums, in currency:

Coffee.....	\$66,000,000
Sugar.....	122,791,216
Tea.....	72,000,000

Total..... \$260,191,216

This is the cost to the people. The original importation cost is not over \$190,000,000; so that \$70,000,000 are paid to middle men (between producer and consumer) who are our own people. These three articles, which are apparently indispensable, constitute half the value of importations; and since we can not raise them ourselves, it seems that in this respect, we shall not materially reduce our importations. At present, we deal as much with Brazil and the West Indies, as with any other countries.

OUR EXPORTS.—These are chiefly cotton, breadstuffs, provisions, petroleum, tobacco, and gold. We export of these, something like this:

Cotton.....	\$200,000,000
Breadstuffs.....	50,000,000
Provisions.....	35,000,000
Petroleum.....	20,000,000
Tobacco.....	25,000,000
Gold.....	40,000,000

Total..... \$370,000,000

These are general averages, in the present state of trade. It is evident that we are being ground in foreign commerce, and we shall continue to do so, unless we can export more breadstuffs; and that we can only do, by cheap freights. Hence, the railroad question has, at last, a great and important bearing upon all the commercial questions of the country.

CONTINENTAL HARVESTS.—In France, the wheat crop is reported at less than an average. Belgium and Spain are so deficient that they will be obliged to import, and Poland is in but a little better condition. Southern Russia will have large supplies, and in Hungary the yield is so heavy that even now the railroads are unable to move all the grain that offers, and store-houses are crowded. Turkey, on both sides of the Bosphorus, is said to have good crops, and will have something to spare. In Algeria (Africa) so scarce are all kinds of food that France is called upon loudly. Egypt is said to have abundant harvests, but perhaps there should be some abatement from this statement, since they could scarcely be over the prostration caused by attempting to supply England with cotton. The famine in India is largely due to this same cause.

In estimating probable prices of grain in Europe, the almost utter dearth of breadstuffs in many parts of the United States, before the present harvest is to be taken into account; for, before foreign shipments can reach former proportions, we must be supplied at home. It is a singular fact that in neither France, England, nor in the United States, are there old stocks of wheat on hand, and their next year's bread must come almost wholly from this year's crop.—*Tribune*.

The Commercial Needs of the Northwest.

The following paper, although larger than we usually insert, is so full of merit, and historic interest that we give it in full. It is an address by Hon. Halbert E. Paine, of Milwaukee, which we copy from the *Milwaukee Sentinel* of October 3d:

MY FELLOW CITIZENS:—At the recent Agricultural Fair in Rock County, I attempted to show how imperatively the interests of the Northwest, and the entire Republic demand that the facilities for the transportation of our agricultural products to their legitimate markets should be promptly and very greatly improved. It is my purpose to-day to indicate those improvements which, in my judgment, are practicable, and will prove effectual for the relief of the agriculture of the Northwest.

In the navigation of the route of the northern lakes, six great obstacles were encountered: the Falls of Niagara, the rapids of the St. Lawrence, the ice blockade in winter, the foreign ownership of the greater part of the St. Lawrence, the St. Clair Flats, and the Falls of St. Marys.

In the navigation of the Mississippi route five great obstacles were encountered: the snags and sawyers, the sand bars in low water, the ice blockade of the Upper Mississippi, the rapids at Keokuk, and the rapids at Rock Island.

When I show you what has been done, from the origin of the Government to the present time, to improve those avenues of communication, in which so large a proportion of the people of the United States, both consumers and producers, are interested, you will be surprised to learn, how little the Government has done in a field so appropriate to governmental effort.

Common consent accords to Dewitt Clinton, one of the Governors of New York, the honor—nay, the glory, of the inauguration of a grand maneuver to flank the obstructions at Niagara Falls and on the St. Lawrence by a cut off from Lake Erie to the navigable waters of the Hudson. His neighbors ridiculed him and his ditch. But in this they were 2,000 years behind even the Chinese, who were then using a canal twice as long as the Erie Canal, and older than Christianity itself. Clinton deserved what he won, imperishable renown; for his flank movement was a magnificent success. On the 25th day of October, 1825, was completed the Erie Canal, a work destined to secure inestimable benefits to the City of New York, the State of New York, the states and territories of the Northwest, and to the whole Republic. A thorough fare was thereby established within our own boundaries, between the seaboard and the vast undeveloped fertile Northwest; and through it began at once to roll a tide of immigration and trade and travel which speedily wrought more marvelous transformations in the center of this continent than have ever been witnessed elsewhere on the face of the globe. It may be idle speculation to inquire what would have been the present condition of Canada and New England if Nature had sent the waters of the great lakes directly from Lake Erie or Lake Ontario unobstructed through the state of New York to the sea. But it is plain enough that, with these waters in their present channel, if there had been no Niagara Falls, there would have been no New York City. If the waters of the great lakes had poured through the Niagara and St. Lawrence, unvexed by cataracts or rapids, to the

sea, the map of the United States would have been quite another map than what it now is. The commercial metropolis of the Western Continent would not have been on Manhattan Island. If the Alleghany range had extended through New York, and the Hudson river had been found an impracticable stream, the commercial center of the republic might have been at Philadelphia, Boston, Baltimore, Hampton Roads, City Point, Norfolk, New Orleans, or any one of twenty other places as well as at New York. It is often said that "God made the country, man makes the city." But this is not always entirely correct. God made the city of New York—not Dewitt Clinton nor any other man. For it was the Almighty that fashioned the valleys and rivers and the continent, so that New York was not only a possibility but an inevitable necessity. If Dewitt Clinton had never lived, sooner or later some other man had initiated a cut off from Lake Erie to the Hudson. But for that conformation which the continent received from the hand of God, no human labor could have forced the growth of such a city on Manhattan Island. And if the Erie Canal tended to develop the natural advantages of New York City, so did it also tend to develop the natural advantages of the Northwest. God made the city in the same sense in which he made the country northwest of the Ohio, by giving to each the natural advantages which it possessed. Of a truth, the cataract of Niagara has been a boon of Providence to the city and state of New York. It has made one the Empire State of the Republic, and the other the Commercial Metropolis of the New-World. Towering monuments ought to rise in its honor in front of the City Hall in New York, and in front of the State House at Albany. And upon the state's coat of arms ought to be graven the mighty cataract circumnavigated by a canal boat freighted with Northwestern wheat.

The Erie Canal extends from Buffalo, on Lake Erie, to Albany, on the Hudson river; and for more than 150 miles from Buffalo, approaches within from seven to twenty-five miles of the south shore of Lake Ontario. It is 350 miles in length, seven feet in depth, and has a rise and fall of 644 feet, with locks 18 by 110 feet. From Oswego, on Lake Ontario, a canal of the same width and depth, having locks of the same size, extends to Syracuse, on the Erie Canal. At present, this Oswego branch cannot, of itself, materially relieve us from the pressure put upon our transportation by the Falls of Niagara, because all its freight must pass over the eastern portion of the Erie Canal, and that portion, instead of being of greater, is unfortunately of less capacity than the Western part. Nevertheless, I am persuaded that hereafter this Oswego canal is destined to be a part of the great internal water route from the Northwest to the Atlantic. There is also a smaller canal, extending from the point where Oneida River intersects the Oswego canal, across, through the Oneida lakes, to the point where Oneida creek intersects the Erie Canal. But this cut off transports no through freights, except such as pass over the Erie or Oswego Canal.

The Welland Canal is the result of another struggle with the great cataract. It lies wholly within the "Dominion of Canada," has a depth of nine to ten feet, locks, 150 feet by 26 1-2 feet, an aggregate fall of 331 feet, and an extreme length of 42 miles. It has two termini on Lake Erie, the shortest of the two lines between the lakes being 28 miles.

The Erie and Welland canals are, to the disgrace of our nation, the only artificial wa-

ter communication hitherto established around Niagara Falls. Inasmuch as the Erie Canal connects Lake Erie with the tide waters of the Hudson, its capacity and value are not limited by those of any artificial water connections. It can be made to float whatever can navigate the Hudson river. There is, then, practically no limit to its capability of improvement, except in the will and means of those who control it. But with the Welland Canal the case is quite different. When your cargo of wheat is fairly through the Welland Canal, and upon Lake Ontario, it can escape from that lake by water only through one of three channels. It must enter the Oswego canal, and thus find itself either at Syracuse or Oneida Creek, on the very same Erie Canal which it might have entered at Buffalo, in which case the dammed up commerce of the Northwest flows back upon itself and finds no relief; or it must pass directly down the St. Lawrence; or it must pass through the Rideau Canal, from Kingston, at the foot of Lake Ontario, to Ottawa City, on Ottawa river a distance of 127 miles; and thence down the Ottawa to Montreal, using the three short canals (Carillon, Blondeau, and Grenville) constructed by our enterprising Canadian neighbors to overcome the obstructions of that river.

Now if your wheat takes the second route and passes directly down the St. Lawrence from Lake Ontario, its trials have but commenced with the passage of the Welland Canal; for it must descend 223 feet before it meets tide water, at Montreal, and on its way must encounter six canals all within the "Dominion of Canada": first, Galops, two miles long with a fall of eight feet; second the Point Iroquois, three miles long with a fall of six feet; third, the Rapid Plat, four miles long, with a fall of eleven and one half feet; fourth, the Farren's Point, three-fourths of a mile long, with a fall of four feet; fifth, the Cornwall, eleven and one-half miles long with a fall of forty-eight feet; and sixth, the Beauharnois, eleven and one-fourth miles long, with a fall of eighty-two and one-half feet; having in the aggregate a length of thirty-two and one-half miles, and a lockage of one hundred and sixty feet. Now it is true that your cargo of wheat descending the river very rapidly may avoid nine and three-fourth miles—almost one-third of these thirty-two miles of canal navigation; may "shoot the rapids" down twenty-nine and a half feet, instead of taking the first four of these canals; but it is also true that your descending wheat must pass through the remaining twenty-two and three-fourth miles of these Canadian canals, with a lockage of one hundred and thirty and one-half feet, and besides the vessel which bears your cargo of wheat must on her return trip ascend through every mile of these canals unless, indeed, she has the speed of a comet. But if you attempt to carry your wheat through the Rideau Canal, you find that its summit is one hundred and sixty-five feet above Lake Ontario; so that you must in order to reach Montreal, first lock up one hundred and sixty-five feet, and then lock down three hundred and ninety feet, besides falling down with the Ottawa river ninety-eight feet more. Worse than that, you find only five feet of water in these canals, so that you must transfer your cargo to canal boats built and owned in the "Dominion of Canada." At the foot of Lake Champlain is the Chambly Canal, eleven and one-half miles long and six feet deep.

The Champlain Canal connects Lake Champlain with the Erie Canal at a point about

nine miles north of Albany. It has the same depth and width as the Erie Canal, with a length of sixty-two miles, and may hereafter form an important link in a system of ship canals from the lakes to the Hudson River.

These are all the improvements in water transportation hitherto made, east of Lake Erie, in the great northern route. All of them, except the Erie, Oswego, and Champlain Canals, lie in the "Dominion of Canada." But before your cargo of wheat reaches Lake Erie, it will have encountered the obstructions so well known to lake commerce as the St. Clair Flats. The waters of Lake Huron flow through the St. Clair river into Lake St. Clair, and thence through the Detroit River into Lake Erie, and your wheat from Lake Michigan must take this course. The navigation of the two rivers is ample for the utmost dimensions of the future commerce of the Northwest. The obstacle is in Lake St. Clair itself. This lake is eighteen miles in length and in mean width about twelve miles. In the lake, two miles from the mouth of St. Clair river, which enters it at its northern extremity lies the obstruction called the St. Clair flats. It consists of an embankment a mile in width, thrown across the track of navigation. The current, instead of sweeping directly forward through the lake, makes a detour on this bank of seven miles, through a narrow circuitous channel, in its natural condition well nigh impassable to commerce. All that was needed was to open a straight channel six thousand feet in length through this soft barrier of sufficient depth and width, and to keep it open. In 1856 Congress appropriated \$45,000 towards this work. President Pierce vetoed the appropriation; but it was passed again over his veto. That small sum was at once expended, and sufficed to cut a channel two hundred and seventy feet wide at the top, one hundred and fifty feet wide at the bottom, and nine feet deep at low water. This was a great improvement, but it was quite inadequate to the wants of our present lake commerce and navigation. Now our vessels require thirteen and one-half feet of water. The action of propeller wheels, winds and currents, in two years, upon this shallow channel, brought it into such a condition as to be literally a nuisance on this great national highway. The 35th Congress made an additional appropriation, but President Buchanan smothered the bill by a pocket veto. The Canadians meantime expended \$20,000 for the improvement of these flats. A Michigan Senator asserted in 1860, upon the floor of the Senate, that the channel upon which that sum was expended was every inch of it in American soil. Canada without one-fiftieth of our interest in the improvement, had borne nearly half of the expense. This disgrace was too monstrous to be perpetual. In 1866 we appropriated \$80,000 for the St. Clair Flats, the prompt and judicious expenditure of which will afford immense relief to the commerce of Lakes Michigan, Superior and Huron.

We come now to the last of these great obstructions of the navigation of the great lakes, the Falls of St. Mary, between lakes Superior and Huron. This seems less important than the others only because being nearer the western extremity of the great chain, it has impeded the interests of a smaller, less developed, and less populous territory. The Falls of St. Mary have obstructed the eastward bound commerce of Lake Superior only. The Falls of Niagara obstruct not only this commerce, but also that of Lakes Michigan, Huron and Erie. The descent from Lake Superior to Lake Huron is almost twenty-

three feet. This descent is overcome by a ship canal constructed by a New York corporation, aided by a munificent land grant received through the State of Michigan from the federal government. This canal is twelve feet in depth, nearly one mile in length, and has two locks each seventy-five feet wide and three hundred and fifty feet long. The commerce which seeks this outlet and which has been developed by it is already large. But in view of the mineral resources of the shores of Lake Superior, the development of Northern Minnesota, Wisconsin and Dakota, and of the valley of the Red River of the North, the annexation of Canada, the construction of the North Pacific Railroad and the consequent probable diversion of a portion of the silk and tea trade from its wonted highway from China and Japan to England, it would probably be no less vain to attempt to measure the commerce which will seek this outlet, at the end of fifty years, than it was fifty years ago to essay to predict the present commerce of Lake Erie.

The peculiarities of the Upper Mississippi navigation necessitate one species of improvement different from that required anywhere in the valley of the Great Lakes except at the St. Clair Flats. Aside from the ice in winter the difficulties consisted mainly of shifting sand-bars and snags, and the Des Moines and Rock Island Rapids. Here sand-bars and snags were to be overcome, not by permanent works like the Welland Canal, or the St. Mary's Canal, but by annual expenditures made in accordance with the best possible plan of systematic improvement. It is necessary not only to clear the channel but to keep it cleared. This necessity will be perpetual because the action of the river upon the loose lands which form its bed will be perpetual, and snags could not cease to vex its commerce as long as forests stood upon its banks, or the banks of its upper tributaries.

In addition to this, works of another kind are necessary at the Rock Island and Des Moines Rapids. Here we have to deal with rock. The first cost of these works will be greater, but the improvements once made, will be more permanent. Both of these rapids were surveyed in 1837 by Lieut. Robert E. Lee, who has since been more conspicuously, though less creditably, engaged upon the Potomac, Rapidan, Appomattox, and other Virginia rivers. In his report he states that the Des Moines Rapids of Keokuk are 11 and 5-1000 miles long, with a fall of 24 and 15-1000 feet, and the river flows, with great velocity over an irregular bed of blue limestone, reaching from shore to shore, at all times covered with water, through which channels have been worn by the action of the current; that the rock lies in reefs, the passage of which becomes very difficult in low stages of the river, in consequence of the shallowness of the water, its great fall and velocity, and the narrow and crooked character of the channel through them. "The upper or Rock River rapids," he says, "distant about one hundred and fifty miles from the Des Moines, commence fourteen miles above Rock Island, and extend to its foot. Within this space, the Mississippi falls 25 and 740-1000 feet, descending over a rocky bed broken by reefs which, at some points, reach entirely across the river, affording at low water a shallow channel, and projecting at others, from opposite sides, interlock and form a winding, difficult and dangerous passage."

The history of federal benefactions on the Upper Mississippi is very brief. Forty years

ago the snags were the worst enemies of the navigator of the Mississippi and its branches. The National Government soon after the enactment of the law of 1824, for the improvement of the Ohio and Mississippi Rivers, undertook to remove the snags from the rivers by means of snag boats, and to prevent accessions to their number by chopping down the trees from the banks before they should be washed into their channels. These efforts, persisted in for many years, added to the immense consumption of wood by the river steamers, and the gradual clearing up of the country, have at length nearly subdued this most formidable obstruction. And posterity, in the peaceful use of these mighty Western rivers, will see little to remind them of this terror of the hardy pioneers of river navigation. The theater of this warfare upon the snags included the Upper Mississippi. In 1836 Congress appropriated \$75,000 for the improvement of the Upper Mississippi and the Missouri Rivers. In 1856 \$200,000 were appropriated for the improvement of the Des Moines Rapids over a veto of the President. Gen. Warren, in his report of June 21, 1867, states that some cuts were made through the two islands in front of Dubuque, in 1853, and prior thereto, at the expense of the United States; and also that some improvements had been made on a small scale from time to time in different localities by private or municipal enterprise. On the 23d of June, 1866, Congress appropriated \$200,000 for the Des Moines Rapids, and \$100,000 for the Rock Island Rapids, and able and energetic men are already at work organizing a victory over those natural enemies of the Northwest, which will prove most auspicious to the interests of Wisconsin, Illinois, Minnesota, Iowa and Wisconsin.

I have now indicated all the improvements in water transportation heretofore made for the Northwest. Their utter inadequacy has stimulated the construction of the following auxiliary railway lines—viz: the Ogdensburg and Lake Champlain, New York Central, New York and Erie, Pennsylvania Central, and Baltimore and Ohio Roads, with their numerous connections within the United States, and the Great Western and Grand Trunk Roads in Canada. Having thus shown what has hitherto been done by the Federal Government to enable the Northwest to get to market, I will proceed to indicate those further improvements which are in my judgement demanded by the interests of these northwestern states and of the whole country.

An examination into the condition of the several freight lines, from the Northwest to the sea, at once discloses the cause of and remedy for our sufferings. In my opinion these two propositions rest upon established facts, and are beyond the reach of successful controversy. First, our products will not bear railway transportation to the seaboard. Second, our water carriage to the sea is now altogether inadequate.

The Committee on Canals in the late New York Constitutional Convention in their report to that body, record the following conclusion: "The increased expense by rail is another insuperable objection. The actual cost to the railroad from Buffalo to New York, for the past three years as appears by the returns made under oath on behalf of the New York Central Railroad Company, has been double all the charges upon the Erie Canal, and in excess of the water carriage from Chicago to New York." They state the cost to the railroad per ton per mile, and the canal freight and tolls per ton per mile for 1864,

1865 and 1866, as follows—viz: 1864, railroad 2 cents, canal 1 25-100 cents; 1865, railroad 2 54-100 cents, canal 1 12-100 cents; 1866, railroad 2 7-100 cents, canal 1 15-100 cents.

Senator Ramsey, in his speech on the Niagara Ship Canal bill, fixes the cost of transportation, per ton, per mile, on the Mississippi river, at three mills, and by railroad at 12 1-2 to 13 1-3 mills. Mr. McAlpine, late New York state engineer, in his report to the legislature of that state in 1855, fixed the cost of transportation, per ton, per mile, for railroads, from 12 1-2 to 13 1-2 mills, canals 4 to 6 mills, river 2 1-2 to 3, lake 2 to 4, and ocean 1 1-2 to 6. While it is impossible to give any particular figures which will be permanent or universal in their application, all who have enquired into the subject concur in the conclusion that the Northwest cannot be prosperous without some cheaper carriage to the sea than railway transportation. Now in 1865, the average value of one bushel of corn in New England, New York, New Jersey, and Pennsylvania, taken together, was 90 cents, and in Illinois, 29 1-4 cents. The difference is 60 3-4 cents, and must, I think, approximate to the cost of transportation. Mr. Robb, of Dubuque, in his very able address, puts the freight from the Mississippi to New York at 65 cents. And Mr. Elliott, in his speech in the House of Representatives, on the last river and harbor bill, puts it at 65 3-4 cents. The canal committee of the New York Convention put the cost of railway transportation at 2 54-100 cents per ton, per mile, for 1865. That makes the freight on one bushel of corn 1000 miles, 70 cents. The approximation of these results to each other, brings irresistibly to my mind the conviction that the average freight of corn from the Northwest to New York, in 1865, was virtually fixed by the railroads, and was not less than 65 cents. But such freights the Northwest cannot pay.

Practically the Mississippi river and the New York canals are our only water routes. I leave out of view, then, the St. Lawrence, because it is under a foreign flag.

Citizens of western New York earnestly assert that their canals are sufficient for all our wants, and show us how many bushels of wheat they could transport for us in a year, by keeping all their boats busy every day from the first of May to the first of December. But the Committee on Canals, in the New York Constitutional Convention, entertain a different opinion. The following is an extract from their recent report:

"Entertaining these views, your committee have devoted much of their time to the question as to what improvements, if any, are necessary, and whether the revenues will be sufficient for the purpose of such improvements, without resort to taxation, or without any abandonment of the pledges of the existing constitution. Your committee found these questions very fully considered and discussed in the reports upon the subject made by the canal committee to the legislature during its last session, and in the official reports of canal officers for several years past. They have also taken the examination of engineers, public officers, and practical operators, who were deemed to possess the most reliable knowledge upon the subject.

From these sources it appears that in the enlargement of the Erie Canal, about seventy miles of the eastern section (being the first portion enlarged) was constructed with what we term wall benches, and is from six to ten feet narrower on the bottom than the remainder of the channel. The reverse should

be the case, and the eastern the wider portion, to accommodate the accumulation of boats as they come in from the other canals and approach the Hudson river. The removal of these wall benches, so as to make this portion of the canal as wide, at least, as the remaining portion, is indispensable to secure the full navigable capacity of the Erie canal. They are also of the opinion that the present locks upon the Erie, Oswego, and Cayuga and Seneca canals do not furnish to the canals more than one-quarter of such navigable capacity. The locks will not admit of the passage of boats carrying over about two hundred tons, and for considerable portions of the season of navigation, they are not sufficient to accommodate the business now offered. The published estimates and tables, based upon an equal distribution of lockages through the entire season of such navigation, show that not over seventy five, or eighty per cent, of the capacity of the locks has yet been reached. But these estimates are fallacious in practice, as the main business is crowded into a much shorter period of time. The lockages cannot, in practice, be so distributed; and when boats are crowding for lockage, the time of passing will always be more or less delayed by irregularities which unavoidably will occur. In the mode in which the business is now done, the locks are taxed during the season, from harvest to near the close of navigation, to their full capacity, and at times beyond that. This is shown to have been the case for several years, resulting at times in serious and protracted delays in navigation.

In the introduction to the census reports on agriculture for 1860, it is asserted, as the result of statistics given, that from three-fifths to two-thirds of our production is transported by railroad to our Eastern market. If this estimate is correct or any where near accuracy, what becomes of the assertion that the canals of New York are now adequate for our trade.

It is clear to my own mind that while we cannot spare our railway routes from the Northwest to the seaboard, it is absolutely indispensable that our great water routes should receive prompt and careful attention. Our interests in the present and immediate future, to say nothing of that more distant future so vast and brilliant as to overwhelm and bewilder the mind that attempts to grasp it, demand the prudent and expeditious improvements of all available water routes to the sea.

First, as I have said, the Upper Mississippi must be made and kept clear, so that its trade may freely move to New Orleans, or New York or Europe, as its exigencies, or interest may require, so that wheat may be transported from Minnesota and western Wisconsin, via New Orleans to New York for 33 cents per bushel, instead of 65, and for 37 cents to Liverpool, when for the last five years it has averaged, in our currency, \$1.90. And if, when the South shall have put on the beautiful garments of freedom, it shall be found that the trade of Europe and the Northwest can better meet at New Orleans than New York, there is no divine law, there ought to be no human law against it. In the next place, the nuisance of the St. Clair Flats, where stranded propellers so often detain impatient fleets, ought to be abated. A wide and deep channel should be promptly made, and henceforth perpetually maintained, so that our wheatships may plough the way not only to Buffalo, Oswego, and Ogdenburg, and eventually to New York, but also to London and Liverpool, if the day shall come, as I doubt not it will come, when Europe and the Northwest will make their exchanges on the Thames, or Mersey, or Lake Michigan,

with no tribute to the middle men of New York.

The third measure necessary for our relief is the excavation of a ship Canal, through American soil, around Niagara Falls. This project encounters most violent opposition from interests located at Buffalo, and between Buffalo and Syracuse on the Erie Canal. We shall presently discover the secret of this hostility. Its enemies tell us in the first place that the ship canal is not needed, because the harbor accommodations and elevating facilities of Buffalo are adequate to the transshipment of all our grain and the New York canals to its transportation. But if the history of the eastward movement of our grain and meal has demonstrated anything, it has demonstrated that the New York Canals are not sufficient for its transportation. And as I have shown, the canal committee of the New York constitutional convention declare that they are not sufficient. If the canals are inadequate what relief can we find in the character of Buffalo harbor, or the capacity of Buffalo elevators? The adversaries of this project tell us, in the second place, that it will be unconstitutional for the national government to attempt it. The friends of this project find its constitutional warrant in the power to regulate commerce among the states, and some also in the war power, and in the power to lay and collect taxes in order to provide for the common defence and general welfare of the country.

The grant of the power to regulate commerce is made in these words: "The Congress shall have power to regulate commerce with foreign nations and among the several states." The opponents of this measure say that the power to regulate is not the power to relieve, or aid, or improve, or advance. But the power to regulate foreign commerce, and the power to regulate domestic commerce are conveyed by the same sentence and the same word; and the word "regulate" confers no power for the benefit of foreign commerce, which it does not also confer, to precisely the same extent, for the benefit of commerce between the states. If, therefore, the word does not authorize the relief, assistance, or advancement of commerce, internal as well as external, every single expenditures of the government, from the first session of the First Congress, to the last session of the Thirty-ninth Congress for beacons, lighthouses, breakwaters, harbors, the coast-wise trade, the fisheries, and for removing obstructions to navigation from seaports and their approaches, and from creeks, rivers, sounds, and bays, has been made in violation of the constitution. These expenditures have all been made for the relief, promotion and benefit of commerce, external or internal; and their constitutionality can be vindicated on no other ground, unless by a resort to the other powers to which I have referred. If it be unconstitutional for Congress to provide for the construction of this link in a chain of connection between more than twenty different states, it was also unconstitutional for Congress to make any one of these expenditures, hundreds if not thousands in number. The opponents of this measure tell us that the convention which framed the constitution rejected Dr. Franklin's motion to give Congress "power to provide for cutting canals when deemed necessary." But Mr. Sherman's objection shows what the proposition really was. Mr. Sherman said: "The expense in such cases will fall on the United States, and the benefit accrue to the places where the canals may be cut." This shows that the scope of Dr. Franklin's motion embraced not only canals connecting several

states but also the shortest local canals which could not be links in the commerce between the several states. And certainly the incident seems to afford but little aid in the construction of the general power to regulate commerce conferred by the constitution. We are told, too, that the construction of this canal will involve injustice to the state of New York by impairing the value of her Erie and Oswego Canals, constructed at such great expense for our benefit. But our answer to that is that we have already paid her in tolls on these canals millions of dollars more than she has expended in their construction, repairs and operation. The report of the Canal Committee, to which I have already referred, contains these words: "The canals we propose to have improved (including the Erie and Oswego) are creditors to the amount of over thirty eight millions of dollars." And yet in 1866 New York received as tolls \$4,436,639, most of which was paid by the West. Senator Harris, of New York, in the debate on the Niagara Ship Canal bill, in July, 1866, stated that the State of New York has expended on her canals, in construction, repairs, enlargement, superintendence, and interest, \$166,000,000 and had not received back in all over \$90,000,000. But Senator Howe, of Wisconsin, promptly read from the report of the New York Canal Board, made March 12, 1866, the following statement: "No direct taxation upon the people on account of the canal remains to-day unpaid, but on the contrary the treasury of the state has been reimbursed, principal and interest in full, and has now in its coffers nearly one million dollars from the canal revenue in advance of any taxation for canal purposes. The Erie Canal account shows the gratifying result of a credit of over nine millions above all cost to the state." Furthermore the Auditor of New York reports to the late constitutional convention, that the entire cost of all the canals and feeders, both productive and unproductive, and of maintenance and repairs, with interest at seven percent, amounts to \$210,093,502 25, and the entire income with interest to \$202,619,510 08, leaving the canals debtors to the state in the sum of \$7,473,992 27. But the Champlain, Erie, Oswego, and Cayuga and Seneca canals, which alone carry western freights, are creditors to the state to an amount exceeding, as I have stated, \$38,000,000. For that enterprise which gave to this region the inestimable benefits of the Erie Canal, our debt of gratitude to New York is, indeed, very great. Our debt in money was long ago all paid and vastly overpaid. She now enjoys an annual revenue of \$3,000,000 from canals, the cost of which we have long since paid. But I will presently show you that New York, herself, has an infinitely greater interest in favor of the construction of this ship canal than any other single state. I will show you that it will enable her, if she is wise, to perpetuate her pre-eminence as the empire State, and that of her great city as theemporium of American commerce.

In my judgment this ship canal ought to have a depth of 14 feet, and to admit the passage of vessels of 1500 tons burthen. The Welland Canal has only a depth of nine to ten feet, and is insufficient for vessels of over 400 tons of burthen.

How shall it be constructed? Can the Northwest, can the nation afford to have this highway subject to the control of any single state? Can we permit any one state to fix and regulate the tolls, to discriminate directly or indirectly in favor of her own citizens at the expense of other states, to fill her own treasuries with the wealth of contributions

levied upon the industry of the Northwest? Can we entrust such powers to the still more dangerous hands of a private corporation, whether created by state or federal law? In my judgment this would be suicidal folly. I think the canal should be subject to no tolls, unless possibly enough to defray the cost of its operation and repairs. I think it should be the work of the general government. How shall the general government construct it? Two plans are proposed. The first is to delegate the powers of the government in the premises to a private corporation created by the laws of some state; the other is to construct it by using the Engineer's and Quartermaster's Departments of the army. The first was the plan of the bill which passed the House of Representatives of the Thirty-ninth Congress. The second is the plan of the Senate Bill now pending. Each has its advantages. Without stopping now to discuss them, I will say that my mind strongly inclines to the Senate Bill, and I earnestly hope it may become a law. The cost of this work ought to be no obstacle to its execution. It is a mere bagatelle when set against its benefits. Its friends ask for \$6,000,000. Suppose it to cost \$10,000,000. The corn crop of Illinois in 1865 was 177,095,853 bushels. The Erie Canal tolls on that crop alone, at the rate then levied, 4 83-100 cents per bushel, would have been \$8,553,730 69, almost enough to build the canal in one year.

The next improvement to be made after the Niagara Ship Canal, is a ship canal of fourteen feet deep from Oswego to the navigable waters of the Hudson, to be constructed by the enlargement of the present canal. In my judgment this canal too should be subject to no tolls except such as shall be necessary for its maintenance and operation. In my judgment this too should be a national work. It seems to me utterly impossible to over estimate its value to the republic! But I confess that the state of New York has an advantage here which, wisely used, will inevitably perpetuate her commercial supremacy and that of her great metropolis. She already has a canal seven feet deep from Oswego to the Hudson, with a cut off of smaller dimensions by the way of the Oneida river, lakes and creek. If she shall promptly and adequately enlarge this, she will occupy the whole ground and make the northwestern states her tributaries for many generations. But if she will not promptly do this, let her surrender her canal from the Oswego to the Hudson river, for which we have already so largely overpaid her, to the United States, to be transformed at the cost of the nation, into a great national highway, open to the commerce of all the states, subject to the control of none. While New York would thus lose three millions of tolls, she would gain unspeakably more in the advantages of her improved and assured position as the Empire State of the Republic.

The completion of a ship canal around the Falls of Niagara, and of another from Oswego to the Hudson and the employment of steam tugs upon those canals, will enable the wheat ships of Lake Michigan to reach the Atlantic without touching foreign territory. And if the experiments now in progress shall result in the utilization of petroleum fuel so as to enable us to shake off the heavy burden of coal which now so hampers ocean steamers on long voyages, there will be nothing to prevent American propellers laden with wheat in Lake Michigan from discharging their cargoes in Liverpool without ever touching anything foreign except the Liverpool docks.

There are certain other improvements that

will at some future time demand our attention, viz: the improvement of the St. Lawrence from Lake Ontario to Montreal, the construction of a ship canal from the St. Lawrence to Lake Champlain; the enlargement of the canal from Lake Champlain to the Hudson, the opening of a water route from Lake Huron to the Hudson, by way of the French and Ottawa rivers in Canada, and another from the Georgian Bay to Lake Ontario. But we shall find it convenient to defer all or most of these until the American flag floats over the "Dominion of Canada." There is another improvement auxiliary to all these, demanded as well by the interests of the Northwest as by the interests of the whole Republic. It is steam navigation from the waters of the Valley of the St. Lawrence to those of the Valley of the Mississippi. The recent surveys of Generals Wilson and Warren show that the Rock River and Fox river routes are practicable, as well as that of the Illinois and Michigan canal. These works will be pre-eminently national works. They are required for military and naval, as well as commercial uses. One or more of them ought to be constructed by the federal government, so that the nation may use them, paying tribute to no states. But if the federal government shall neglect these works, the States of Illinois and Wisconsin ought not to throw away this golden opportunity. I trust that very many here present will see the day when steamers will pass from Lake Michigan to New Orleans. When that day shall come to pass, and the ways to the Atlantic and the Gulf shall have been cleared, figures will indeed be inadequate to measure the rapidity of your growth. Every dime expended by the nation upon these great works will return to it a dollar, in your developed ability to meet the burdens of the national debt, in better prices for the farmers of the west, and in cheaper food for the manufacturers of the east. And above all—better than all—every expenditure so made by the federal government will come back again, freighted with priceless blessings for a consolidated and perpetuated Union.

The Suez Canal.

This great work, "a connecting link between two worlds," appears, according to the last report of the company just made public, to be progressing satisfactorily. One after another the difficulties which have been denominated insurmountable by the faithless and doubting, have been met and overcome, until now it is thought that only about two years more will be required before what has so long existed as a grand idea only, may become an accomplished fact. This favorable opinion is at present not only expressed by those pecuniarily interested in the work, but widely known English Engineers, who have hitherto been so skeptical, admit at length its feasibility, and profess confidence in its speedy accomplishment.

It is difficult to estimate the importance of this work to commerce and civilization. Bringing, as it does, Europe into immediate and direct communication with Asia and Africa, it cannot but exercise an incalculable influence in disseminating western civilization among the teeming population of the East, while at the same time it furnishes to the immense trade with those countries, the stimulus of a rapid and economical means of transit. The Mediterranean Sea, as our readers well know, is separated from the gulf of Suez by a narrow isthmus of land only seventy-five miles wide. That gulf gradually

widens into the Red Sea and Sea of Arabia, and finally, into the great Indian Ocean, which lies between the Western coast of Africa, India, China and Australasia. The present channel for commerce between Europe and those countries embraces a wide circuit of the navigable globe around the Cape of Good Hope, and occupies from five to seven months. But the direct route even over that extensive course cannot be taken, since ships leaving Europe or the American Atlantic ports for India, China or Australasia, must make immense detours by the Canaries or Azores in order to get into or avoid the monsoons or winds that blow steadily in one direction for months, and promote or retard their passage. Hence it is evident that if vessels could cross direct from the Mediterranean to the Gulf of Suez, the distance to India would be shortened nearly three-fourths, with a corresponding saving in the cost of transportation, while at the same time the dangers attending a voyage round the Cape of Good Hope would be wholly avoided.

Under these circumstances it can be easily understood how the opening of such a channel between the Mediterranean Sea and the Gulf of Suez should have long enlisted earnest attention, and still more earnest efforts for its accomplishment. In the early days of Egyptian civilization a canal was commenced by Pharaoh Necho, and finally completed by Darius, the remains of which still exist. It was destroyed during the fierce wars of Mahomedan conquest, and has since to such an extent been choked up by the shifting sands of the desert, as to be so utterly worthless that the new canal now in progress does not even follow the original route. The restoration of this ancient work was among the earlier plans of the First Napoleon, who projected it as a means of counteracting British ascendancy in India, and gaining for France a portion of the commerce of the East. The project has been frequently revived since his time; but it was reserved for M. Ferdinand de Lesseps, the celebrated French engineer, to initiate the work, and carry it, as he probably will, to a successful termination. The difficulties in the way would have deterred a less ardent and earnest man. He had to overcome the apathy of some, the active opposition of others, and provide the capital requisite for the undertaking.

It was in 1852, we believe, that this French enthusiast, as some then called him, first attempted to form a company for the construction of the canal. He enlisted the Pasha of Egypt in the undertaking, and in 1855 obtained from him a firman granting the necessary assistance and powers. Engineers were employed to survey the route, who reported that there were no insurmountable difficulties in the way; so that in January, 1859, the "Universal Company of the Maritime Canal of Suez" was organized, with a capital of 200,000,000 francs (\$40,000,000), and soon after the work was commenced. Ninety miles was the length of the cut to be made, the shorter and more direct route not being selected on account of the greater difficulties as presented. The depth determined upon was twenty-six feet below the low water level of the Mediterranean, and the width three hundred and twenty-seven feet on the surface. To obtain the low water level of the Mediterranean, the actual depth of the canal must average from twenty-five to thirty-five feet. The chief engineering difficulties were those arising from the sandy, shifting nature of the soil, and the want of a good port on the Mediterranean side. The country is remarkably

level, the greatest elevation being not more than from 30 to 45 feet above the adjoining seas, generally the soil is only five or six feet above the sea-level, and in some places it is so low that it is covered by swamps or marshes, and small lakes.

With respect to the present condition of the maritime canal, the report states that nearly half the distance between Port Said and Lake Timseh, about 40 miles, is already dug to the full width of 100 metres (327 feet) on the water line. About one-fourth of the route, or 20 miles, the full average depth of 26 feet from the surface has been reached, the sides sloping at an angle of 45 degrees. On the remainder dredgers of great capacity and navel construction are at work, and so decided are the improvements made in these dredging machines that excavations are being carried forward with greatly increased rapidity, and it is expected that this portion of the work will be entirely completed by the close of the present year.

The second half of the canal extends from Lake Timseh to Suez, and comprises the more ridgy or elevated part of the route. Lake Timseh is now filled with water from the Mediterranean to the level of the two seas. Through the Salt Marsh, or Bitter Lakes, as it is called, the land being at some points below the level of the Gulf of Suez, it was necessary to make the embankments by excavations of earth transported by lighters from other portions of the work. Fifteen hundred millions of cubic metres will be required for this purpose. The waters of the Mediterranean now extend about fifty miles into the desert, and in ten months they will be conducted to the Bitter Lakes. The dredgers are now in active operation on this portion of the route, and extract monthly a mass equal to from 25,000 to 30,000 cubic metres.

Simultaneously with the work on the canal, the process of improving the harbors on the Mediterranean and Suez sides is in active progress. On the Suez side there is no particular difficulty, there being a very fine harbor easily adapted to the wants of the new commerce. The roadstead of Suez is, however, being improved and cleared of obstructions, and a wet dock is in process of construction for ocean steamers. But on the Mediterranean side, at Port Said, the engineering difficulties are greater, owing to the fact that sands impelled by the tides and winds obstruct the mouth of the harbor. On this account it is necessary to construct jetties or breakwaters, extending on either side nearly two miles into the sea. These jetties range from a depth in the sea from eight to fifty-two metres. The Western jetty is already entirely raised above the water, with the exception of about a quarter of a mile, and one-half of the eastern jetty has been made in water fifty-two metres deep. This work is substantially done, and is almost as extensive as the great breakwater at Cherbourg. The fierce gales and heavy seas which prevail in this portion of the Mediterranean have had no effect thus far upon the huge blocks forming the jetties, and promise a secure refuge for the largest vessels. The sand has been dredged to a depth of fifteen feet in the inner port, comprising a space of sixty acres. By the end of the present year it will have been still further dredged until it reaches a depth of twenty-four feet, furnishing access to all descriptions of trading vessels.

Another scheme undertaken by the company, and to a certain extent independent of the maritime canal, is the "fresh water canal." It is not, however, intended to be navigable as the term canal generally implies.

It is better described as a large trench or cutting, for the purpose of conveying the water of the Nile from Cairo northward, curving to the east, through a tract of land purchased by the company, to Lake Timseh, before mentioned, and then southward to Suez. Before this was completed all the fresh water to be obtained at Suez was brought from Cairo by the railway. Large trains, conveying iron tanks filled from the river, were constantly passing along the line that conveyed the passengers by the overland route from sea to sea. The whole line of the Ship Canal, from Suez to Port Said, runs either through the two salt water lakes on the Isthmus, the wide expanse of Menzaleh on the sea coast, or the soil of the Desert, "a barren land where no water is." Labor is, of course, impossible without a certain and abundant supply of this element. This aqueduct was, therefore, a work of necessity, and has proved a success. It is also employed to irrigate such portions of the soil through which it passes as may be worth cultivating, and this secondary purpose has been fully answered, as may be seen in its fertilizing effects on the country along its route.

It is estimated that the entire cost of this great work, including the canals, harbor improvements, and material of traction for the passage of large vessels, will amount to 385,000,000 francs (\$77,000,000). This is about double the original estimates. The capital of 200,000,000 francs was increased by a loan of 100,000,000 francs, and a call for another 100,000,000 has been made, which has been favorably received by the stockholders. The instruments of labor worked by steam and in use on the Isthmus represent a total of 17,768 horse power, at a consumption of 12,219 tons of coal per month. The company has in its employment 13,000 laborers and artisans, of whom 6,388 are native Syrians and Egyptians, and the balance are Europeans. The distance between the two seas has become a continuous line of workshops; and numerous villages and towns have sprung up in the desert to accommodate the workmen, and the traders and laborers who supply their wants. The port of Said, situated on the spit of land that separates Lake Menzaleh from the Mediterranean has increased from a wretched population of a few hundred to 8,000; with warehouses and buildings to accommodate the increased business and population. There is every indication that the termini on either side of the canal will become the sites of great cities, and centres of commerce.

It is evident that the completion of this canal will mark a new era in the history of commerce. There can be little doubt but that an immense portion of Eastern shipping will follow this new and short route. The only drawback is the want of sufficient guarantees that the canal shall be free to the commerce of all nations. This consideration led England to oppose the undertaking until it became apparent that further opposition would be useless. It has secured some privileges, but the work will be under the control of France, and that country can hardly fail to derive immense benefits from it. As for ourselves, however, we possess in the Pacific Railroad, now speedily approaching completion, the means for an active competition for the Eastern trade independent of the Suez Canal. We can still further increase our facilities by the construction of the Panama Ship Canal, which offers fewer engineering difficulties than are being successfully encountered at Suez. This is a matter deserving the attention of capitalists here, and it is to be hoped that they will not be indifferent to the great issues which it involves.—*Merchants' Mag.*

MONETARY AND COMMERCIAL.

The condition of the money market is not materially different to what we reported in our last week's issue. The demand for loans for general business is fully equal to the ability of bankers to meet, in connection with the requirements of the Pork trade, now just opened. The uncertainty attending the financial movements of the Government, and the resulting absence of confidence, has, however, more to do with the stringency of the money market than any one cause. The rates to customers in bank are without change, being firm at 8@12 per cent., while outside transactions are very generally declined.

The exchange market is firm, the demand being fully equal to the supply from regular trade. The usual quotations are

	Buying.	Selling.
New York.....	par	50c prem.
Philadelphia.....	par	60c prem.
Boston.....	par	50c prem.
Gold.....	140 1/2	141
Silver.....	131@135	136

The gold market has been disturbed, and rates have ruled lower. The following table shows the daily fluctuations of the market:

	Opening.	Highest.	Lowest.	Closing
Oct. 24.....	143%	143%	142%	142%
" 25.....	142 1/2	142 1/2	141 3/4	141%
" 26.....	141%	142%	141 1/2	141%
" 28.....	142%	142%	142%	142%
" 29.....	142%	142%	141%	142%
" 30.....	141%	141 1/2	140%	140%

Of the New York markets the *Tribune* of Tuesday remarks, that "Money on call is 7 per cent., with occasional transactions at less. Commercial paper is hard to move. The rate for best is 8@10, but "fire-proof" can be had at 12 per cent.

The Stock market is without substantial change. Some of the "clique stocks" have been stiffened up by fresh buying, but there is no outside support. The high rate at which commercial bills sell indicates a distress in mercantile circles fatal to the idea of help from outside buying. Instead of buying, the public is steadily selling high priced stock to raise money, and the cliques are adding to a burden which is daily increasing in irksomeness. Money is reported by some borrowers as easier, and with some houses balances are left at six per cent. on best collaterals. Away from the Stock Exchange borrowers, the word ease is not mentioned in connection with money. Among merchants the universal complaint is of want of purchasers for goods at large reductions from cost, and great difficulty in meeting daily payments. Nothing is permanent with merchants except the debit side of their bill books, their house and store rents, and their house and store expenses. These latter remain at the high figures at which they stood, when war profits were made, and are being met by drafts upon capital, and in too many cases by the proceeds of goods now to be paid for. Parties with idle capital are waiting to see what Congress will do, and prefer call loans at the present rate to buying anything whether of stocks or goods. As Congress will not do anything hastily, the present uncertainty in commercial affairs promises to be greater before any action is taken by Congress.

Government stocks are higher on the old issues and steady on all the recent loans. Missouri 6s rose 1/2 per cent. ex 15 per cent of cou-

pons paid. The sales of railway mortgages were small at former rates. Pacific Mail rose to 146 1/2. The Express shares are higher. Merchants' Union sold at \$30 for \$35 paid in. The war evidently draws to a close, and a treaty of some kind will no doubt be made. New-York Central was put up to 113 1/2, and Erie to 73 in the morning. North-Western common sold at 48, and 66 1/2 was paid for the Preferred. The support to the market is wholly artificial, and at each relaxation of effort by the bulls prices fall. At the Second Board the market was dull, and, after the call, sold off. New York Central, 112 1/2; Erie, 72 1/2; Michigan Southern, 77 1/2; Northwestern, 47 1/2; the Preferred, 65 1/2; Rock Island, 95. At the close, the market was dull and steady; New-York Central, 112 1/2@112 3/4; Erie, 72 1/2@72 1/4; Reading, 96 1/2@97; Michigan Southern, 77 1/2@78; Cleveland and Pittsburg, 81@81 1/2; Rock Island, 95@95 1/2; North-Western Common, 46 1/2@47 1/2; do., Preferred, 65 1/2@66; Fort Wayne, 97@97 1/2.

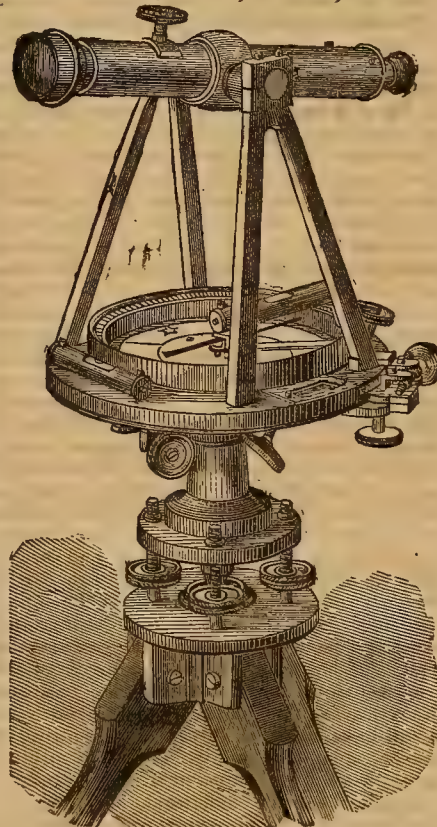
Receipts of the Western Union Railroad Company, for the week ending October 21:

	1867.	1866.	Inc.	Dec.
Freight.....	\$21,113 63	\$18,372 19	\$2,741 44	.....
Passengers.....	3,987 67	4,621 35	.....	633 68
Express and Tel.	570 00	250 00	320 00	.....
Mail.....	375 00	379 91	.....	4 91
Totals.....	\$26,046 30	\$23,623 45	\$3,061 44	638 59
Decrease.....			638 59	

Total Increase.. \$2,422 85

Receipts from January 1, to Oct. 21:	
1866....	\$850,629 85
1867.....	599,768 44
Decrease.....	\$ 50,861 41

ENGINEER'S
TRANSITS, LEVELS,
Leveling Rods, Chains, etc.



T. F. RANDOLPH & BRO.
Manufacturers
67 West Sixth St.,
CINCINNATI, O.

WRIGHTSON & CO.,

Railroad Printers

167 Walnut Street,

CINCINNATI, O.

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SPECIALTY,

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CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

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AND ALL WORK INCIDENT TO RAILROAD OFFICES,

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BOOKSELLERS AND STATIONERS,

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PUBLIC OFFICES, Etc., Etc.

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Those desiring FIRST CLASS BOOKS can have them done satisfactory at reasonable prices.

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WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.&D.&D.&M.

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RAILROAD CARS

Cambridge, Ind.

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J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.B.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indiana at
[Aug. 2, 11.]

THE STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.
WITH THE

STEAM SYPHON WATER-STATION

a locomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circulars and other information, address,

STEAM SYPHON COMPANY,
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Kentucky & Tennessee,

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CINCINNATI.

THROUGH —FROM— CINCINNATI TO NEW YORK WITHOUT CHANGE OF COACHES!

—VIA—

Atlantic & Great Western R'y.



PASSENGERS leaving CINCINNATI by the A. & G.W.
Railway, on Saturday Morning, by the 6:00 a.m. Lightning
Express, go

THROUGH TO NEW YORK

Without Detention arriving in New York 3:15 p.m. next
day, Sunday.

2 Through Lightning Express Trains for New York,
Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave Cincinnati.....	6.00am.....	7.00pm
" Dayton.....	8.20 ".....	9.15 "
Arrive West Salem.....	1.40pm.....	4.03am
" Leavittsburg.....	4.40 ".....	7.30 "
" Meadville.....	7.05 ".....	10.15 "
" Susquehanna.....	7.30am.....	10.38pm
" Paterson.....	2.33pm.....	6.17am
" New York.....	3.15 ".....	7.00 "
" Boston.....	6.00am.....	5.00pm

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequaled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for all
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

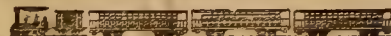
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SHATTUCK, Gen'l Ticket Agt. L. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a.m. and 8:00 p.m. On Sundays, one Express Train
at 8:00 p.m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front be East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.
State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. B.)

7:00 a.m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p.m., Pittsburgh 12 night

9:00 a.m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p.m. Without change of cars from
New York to Harrisburg.

8:00 p.m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p.m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a.m. next day.

3:00 a.m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p.m.; passes Harrisburg at 3:00 a.m.;
Reading at 4:49 a.m.; Allentown at 6:00 a.m.; Easton at
7:09 a.m. Through cars from Pittsburg to New York.

9:05 a.m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p.m.; passes Harrisburg at 9:05 a.m.; Read-
ing at 10:52 a.m.; Allentown at 12:02 p.m.; Easton at
1:10 p.m. Through cars from Pittsburg to New York.

7:25 a.m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a.m.; Allentown 12:20 p.m.; Easton at
1:35 p.m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p.m.

2:10 p.m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a.m.; passing Harrisburg at 2:10 p.m.; Read-
ing at 4:30 p.m.; Allentown at 6:00 p.m.; Easton at
7:20 p.m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p.m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.
Sleeping Cars by this train for St. Louis and Chicago.		

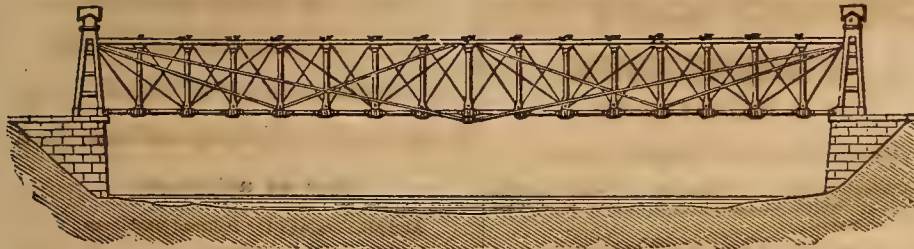
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

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Letter Box, 1392.

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M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowls or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

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Through to Pittsburg without Change.

THE PITTSBURG, PORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

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No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
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Pittsburg, Pa.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

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WITH

Productive Wells all

around them.

FOR SALE BY

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CINCINNATI.

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Railroad, Car and Machine Shop

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MACHINERY OF EVERY DESCRIPTION

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LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$1.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.
One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.		
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run CINCINNATI Time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Equivocal Building, No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front-street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office

H. C. LORP, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

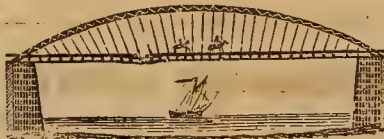
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

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Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

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LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods,

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

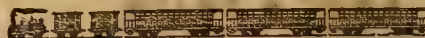
Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, THOS. T. TASKER, JR., CHAS. WHEELER, S. P. M. TASKER.
BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted). 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express).

SUNDAY TRAINS.—Leave Philadelphia for Baltimore at Washington at 4.15 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, } Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, NOVEMBER 7, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
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Night Express.....	6:15 A. M.	

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Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
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Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

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Connorsville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connorsville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.
Louisville Special Train.....	3:45 P. M.	1:50 A. M.

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Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:40 A. M.	6:40 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

Cincinnati and Its Public Works.

Cincinnati is a great place physically—numerically—extensively. It has much space, has many people, and does much work. The School census was recently taken, and brought out some 106,000 youth between 5 and 21 years, within the city. The proportion between the number at that period of life and the whole number of people, is 38 per cent; and consequently if we suppose this to be a criterion, the city has now a population of 280,000; but, after allowing for some errors in the School census, we think it safe to say, that Cincinnati has now a population of 250,000. In order to see how rapid has been the growth of Cincinnati as compared with New York, we give the following table of the growth of Cincinnati and New York.

CINCINNATI.	NEW YORK.
In 1840.....	46,500
" 1850.....	115,100
" 1860.....	170,000
" 1867.....	250,000
In 1820.....	123,706
" 1830.....	202,589
" 1840.....	312,710
" 1845.....	371,223

The period of time in length is nearly the same, and we see that in 25 years Cincinnati grew over 400 per cent.; and in 27 years, New York grew over 200 per cent. It will also be seen, that Cincinnati is now as large as New York was in 1835. It was about 1835-'36, that New York began that extraordinary growth which has brought it up to nine hundred thousand people. We do not say, that Cincinnati will grow as fast as New York has done, or reach the size New York has; but, it is now a very large city, and it will certainly be much larger. To say, that Cincinnati will have half a million of people in a few years, is to speak within bounds. But, where will be the limits of Cincinnati when it has half a million of people? Why, Walnut Hills, Avondale, Clifton, Cumminsville, and all the suburbs will be as much within the city, and as closely built up, as Court Street Market Space is now. The city will be on the hills; it must be. It will have Street Car lines running ten miles. What then will the city want? It will want avenues, broad enough to afford room for the thronging population; Water Works to supply a people living over an hundred square miles, and parks where an hundred millions can walk and sing. To get these, now is the time. It would have been much better to have laid the foundations twenty years ago; but since the rural suburbs are not yet built up, it is time yet to get these great public improvements, without any unreasonable expense. The great defect of public bodies is, the want of foresight. Individuals have foresight and public spirit; but public bodies rarely have much of either. They wait, and lay behind, till the great mass of people get disgusted with their inertness and push them on. At present, however, the City Council of Cincinnati deserve credit for liberal views and public spirit, but are much afraid that the time for

action is passing by, and if opportunities are not speedily seized, they will be gone. Having recently spoken of the water works, we shall say something of parks and avenues:

Three avenues have been laid out by the Cincinnati Council; Eggleston Avenue on the Canal; Gilbert Avenue up the Walnut Hills Road; and Harrison Avenue, on the West side, to terminate on the Harrison Pike; each of these are, we believe, 100 feet wide; but, there are not half enough. There are three highways, which ought immediately to be laid out, at least 100 feet in width, and the ground condemned at once, while the damages will be small. These are the Hamilton Road; the Reading Road; and the Vine Street Road. Six 100 feet avenues (they ought to be 120) will be the least number of arteries, with which the city can get along. Into these, going into the immense population, soon to be on the hills, will pour at least 100 other streets and alleys, whose throngs of moving people will seek an outlet on the avenues. These six avenues, with the upper and lower River Roads, will give an outlet to 160,000 people, at 20,000 per day. We undertake to say, that it will not be ten years, before that full volume will leave the lower city, then almost entirely business places, for the country. With a population of three hundred and fifty thousand, this would certainly be the case. In 1836, the Corporation of New York laid out the whole of Manhattan Island with avenues and streets. There were, we think, fourteen avenues, and there is none too many. At that time, all the upper part of the Island was in country seats, gardens, and farms. Now there is scarcely any part of it, which is not more or less built up, not closely, but with streets and tenements running out to Harlem River. So it will be with Cincinnati within twenty years. The city will then extend from Columbia to Madisonville, from Madisonville to Carthage, and thence through to College Hill. Now, it is the part of wisdom to foresee this; to buy all the land that is needed for the next twenty years and prepare it for improvement. All need not be done in one, or in three years; but the ground should be secured and the preparations made.

This brings us to the subject of a City Park. The city has two or three little parks now, and certainly they are very acceptable; but, they are nothing to what is needed. This is so well known, that in preparing ground for the Water Works, high enough to supply the city, the Garden of Eden, as it was called, was leased not only for that purpose, but for a park. Unquestionably, it will answer in some respects; but, there are three objections to considering it as supplying, to any great extent, the want of a great, popular park. In the first place, it is too small; next, it is entirely, on one side of the city; and lastly, it is on an abrupt and high hill. In view of this, the Council have determined to procure

ground for a Central Park, of full 600 acres. This will be enough; but, where shall it be? It must be nearly north of the city, because any great variation on one side or the other, will make the people on the other side go much farther than the others. Still there should be allowed scope enough to make a good choice, and not be imposed upon by speculative proprietors. There is a space, northerly from the city, of twenty square miles, or 14,000 acres, within which the city may choose. This would be from 3 to 7 miles from the city; and in a range of 7 miles, east and west. We are told, that the Council have viewed a large tract, adjoining Spring Grove Cemetery, which may be bought for \$150 per acre. The price is comparatively nothing; but it lies in the extreme verge of the space we described, and may not be so suitable as some others. On that we have nothing to say; but we do say, that if the city can get the land for \$500 per acre, that it ought not to hesitate. What land can be got for now is nothing in comparison with what it will bring a few years hence; nor, in comparison to the benefits to the people. The growth of the city for a few years to come will be something like this:

In 1860.....	170,000
" 1870.....	300,000
" 1880.....	450,000

In twenty years from this time (1887) the population of Cincinnati will in all human probability, be fully half a million; its wealth five hundred millions. What, then, will be the cost of a park now, and its benefits to the people? Supposing a park bought now, and to be completed in its improvements during the next ten years, and to be bought where the most suitable ground is, the result will be something like this:

600 acres at \$500.....	\$300,000
\$100,000 per annum for ten years...	1,000,000

Total cost in ten years.....\$1,300,000

We undertake to say, that no park in the world will have been got as cheap as that; and we undertake to say further, that no park in the world will be more beautiful than Cincinnati has the means of constructing. It might be selected on Mill Creek; and that made, by hydraulic work, to supply lakes, and reservoirs and fountains, which would be beautiful, beyond what can now be conceived of. The lower portion of the Mill Creek bottom could be also improved into a harbor for steamboats, with locks to and from the river and facilities for exchanging freight with the cars of all the railroads centering in the city.

There is another project, however, for a park, to which we will call the attention of the Council, and which we think preferable. There is an area of ground, with at present but few valuable improvements on it, bounded say by the Vine Street Road, the Canal, the confines of Clifton and the brow of the hill

facing the city. In this area there is every possible diversity of surface, it is high ground, very accessible, overlooks the city, and is susceptible of beautification beyond that of any other locality suggested, with air as pure as the Almighty furnishes to man. This last being the great desideratum of a park for the people, should not fail to have its influence in deciding the choice of locality. The question of cost should be secondary to those of pure air, accessibility and adaptability; and there certainly is no large body of land in the vicinity of Cincinnati that possesses all these advantages in so eminent a degree as the one just named. Indeed, this park could be reached in twenty minutes walk from the Post Office, which is an advantage not possessed by any other locality.

Let the Council attend to this business promptly; and Cincinnati will be in fact Queen City of the West.

Five Hundred Miles of Civilization.

[From the New York Tribune.]

From the base of the mountain range which forms the backbone of the continent comes the word that five hundred miles of the Union Pacific Railroad have been successfully constructed. Thirty-one miles more, now nearly finished, will carry the line to the summit which is the highest elevation of the route, from which point the head-light of the locomotive will shine over toward the Pacific, perhaps before the snow flies. The accomplishment of half a thousand miles in distance and the completion of the first grand division of the enterprise—from the Missouri to the base of the Rocky Mountains, forms a fitting point from which to review the work accomplished, and note the importance of the great undertaking.

This can best be done by glancing at the condition of the region through which the road passes, as it was before the beginning of the work, two years ago. Through the five hundred miles which intervened between the Missouri and the nearest mining districts, all the machinery and supplies for the miners had to be hauled by teams—a process so slow and expensive that it could only be undertaken by mining companies who were confident of a sufficient return for the outlay. Individual enterprise on the part of the great mass of miners was so blocked by the freight charges of \$500 per ton for machinery, that a vast number of promising mines, which would otherwise have added largely to the aggregate production, were forced to remain unopened. And yet, spite of these enormous charges, no less than 27,000 teams, with freight and passengers, left two points only on the Missouri in a single season. The public lands through all this region were comparatively worthless, through the difficulties and dangers of communication with "the States" and the hostility of the Indians. The Government's only tenants were the Indian and the buffalo. But, beside its loss of revenue from these lands, the Government incurred enormous actual expense in its military operations upon the Plains. The expedition to Utah cost a prodigious sum, while for Indian campaigns, it was estimated that the annual cost of each regiment of cavalry was counted by millions. In addition to these extraordinary expenditures, there was the great cost of transporting

materials for maintaining the military posts throughout the Territories. Considering these facts, and the urgent need (as especially made manifest during the late war) of more speedy communication with the Pacific coast, Congress wisely made liberal grants of credit and land to insure the rapid construction of the line.

With this encouragement, the Companies to whom was given the construction of the through line went vigorously to work, making large personal advances, and giving every proof of perfect confidence in their success. A contract involving over sixty millions of dollars was made by the Union Pacific Company, under which responsible parties were to build 914 miles west from Omaha, for \$68,058 per mile, including all necessary buildings, repair shops, and other appurtenances, and supply rolling stock to the amount of \$5,000,000. Under this contract five hundred miles have been completed, some of the distance under very special difficulties. The Indians have looked with suspicion upon this novel penetration of their hunting and fighting grounds. The mystery of the iron horse was too great for the Indian's comprehension, but he shrewdly divined that the locomotive was the herald of an army of pale faces, and its whistle the knell of his supremacy. The energy of the contracting parties has, however, overcome all obstacles, the most palpable result thus far being the fact that a passenger can now pursue an uninterrupted railway journey from the Atlantic at New York to the Rocky Mountains, 500 miles west of Omaha. The financial accounts of the road to this point show a remarkable fact. No one has doubted that when the whole grand line to the Pacific shall be finished, in 1870 (as the Companies promise), it will be very highly profitable, but the actual net earnings of the way business, during the past season, are officially reported to be more than sufficient to pay the interest upon the whole cost.

The building of this railroad is a work of public necessity. The Government has already gained from it more than it has paid for it. An immense tract of land in the valley of the River Platte has been brought into market and made desirable for the emigrant. Upon this territory new towns are springing up, which will become manufacturing communities, adding to the productive wealth of the country and helping to pay the public debt. Coal mines have been discovered in the Black Hills, which in that region of scarce fuel, will be hardly less valuable than the deposits of the precious metals. Every acre of land improved or sold by the Company increases the demand for the Government lands alongside, and every additional ton of gold or silver mined because of the increased facilities offered by the railroad puts money into the national treasury. The saving to the Government in freights, and the increase in its revenues, will confirm the opinion that this is not only the most enduring but the most profitable of all the internal improvements which have received Congressional aid. In short, the advances of the Government bonds is but a loan of the public credit, which costs the Government nothing, but pays it handsome dividends.

The Road must be finished as rapidly as possible. The Pacific Coast has room and work for ten millions of people, instead of the half million who now inhabit a world by themselves. The \$100,000,000 yearly produced in the mining regions can and should be doubled, and all along the line of this

world's thoroughfare should be such industrial enterprises as will promote the prosperity of the nation and of the several States, and constitute the best evidences of our national greatness.

This result is in most glowing colors; but who can say that they are overdrawn. The material progress of our country during the past twenty years through the developing agency of railroads, notwithstanding the terrible drawback of a stupendous war, has been a wonder in the eyes of the world, but we have not yet reached the breakfast time of national glory and progress to be achieved through the agency of modern locomotion. The pathway of the Union Pacific *via* Omaha does not pass over the richest route to the Pacific, and although we have not one word of discount to make on the *Tribune's* remarks, yet "the truth is not half told" if they are to be applied exclusively to this road.

The real facts in the case are, the Northern or Lake Superior route passes through a better agricultural country, and gives much greater promise of mineral wealth, and will be less liable to interruption in the winter from snow, while that being picked out by the Engineers of the Union Pacific, E. D., has in all these respects the advantage over both.

We learn by the telegraph that,—

"Gen. Wright's Corps of Engineers were surveying the Southern Pacific Railroad, and it was daily expected that they would reach Prescott."

This is over the very route traversed by AUBRY in 1853, rich in agricultural resources, in wood and water, and unequalled in mineral wealth. All will remember the excitement created a few years ago by the statement of a tribe of Indians using gold bullets; some of these bullets we have had in our possession, and the fact is well authenticated by those who are familiar with the Indian characteristics west of the Zuni Pueblos; but Lieut. AUBRY was the first to report this fact. In his diary he says:

"We met Indians to day, who, I think, are not Apaches Tontos, as they do not speak any Spanish, and refuse to answer our questions. We obtained from them over fifteen hundred dollars' worth of gold for a few old articles of clothing. The Indians use gold bullets for their guns. They are of different sizes, and each Indian has a pouch of them. We saw an Indian load his gun with one large and three small gold bullets to shoot a rabbit. They proposed exchanging them for lead, but I preferred trading other articles."

During the absence of Gen. WRIGHT and his engineering corps the following abstracts of Lieut. AUBRY's report will be read with a peculiar interest. Mr. A. traveled from the west to the east, and with a good map the reader can readily trace the route. We shall, however, be surprised if Gen. WRIGHT does not partially retrace his steps and survey the route from Albuquerque to Guaymas, and thus secure not only the best but shortest

route between the great Middle States and the Pacific. Lieut. AUBRY says:

I set out, in the first place, upon this journey, simply to gratify my own curiosity, as to the practicability of one of the much talked of routes for the contemplated Atlantic & Pacific Railroad. Having previously traveled the southern or Gila route, I felt anxious to compare it with the Albuquerque or middle route. Although I conceive the former to be every way practicable, I now give it as my opinion that the latter is equally so, while it has the additional advantage of being more central and serviceable to the Union. I believe the route I traveled is far enough south to be certainly free from the danger of obstruction by snows in the winter. The route, in all its length, may be said to pass over a high plateau, or generally level country, for the most part thickly studded with prairie mountains, or detached elevations, seldom so linked together as to deserve to be called a chain of mountains. Numerous mountains were at all times in sight; but being for the most part isolated peaks, a detour of a few miles would always supercede the necessity of crossing them. To the south of our route from the Great Colorado to Zuni, the country was more level than on the north, and for the greater part of the distance a valley extends nearly due east and west to the Colorado. The existence of so many mountains along the way must be considered, in reference to a railroad, as a very fortunate circumstance instead of a disadvantage, as it is the mountains alone which furnish the timber and never failing water. The plains are the only deserts and barren spots, if they are to be called so after the fashion of the day, which exist in all that vast region of country which lies between the Gila on the south and the British possessions on the north, and the Rio Grande on the east and the Sierra Nevada of California on the west. The plateau, or table lands, must of course furnish the track upon which the road is to be laid; but the mountains adjacent must furnish the timber to make it, and water for the use of men and animals employed in its construction, and for the use of the depots afterward. It is well for the country over which I passed that these mountains exist; as without them it would be in reality one vast and repulsive desert. It would be a disadvantage for a railroad to have to cross them; as, although not difficult to cross, it would much increase the expense. But I saw nothing that rendered it at all probable that they would have to be crossed. On the contrary, I am satisfied that a railroad may be run almost mathematically direct from Zuni to the Colorado, and from thence to the Tejon Pass in California. The section from the Pass to San Francisco should leave the Tulare Lake to the west, and should pass through the Coast Range of mountains, say in the neighborhood of San Juan, and thence to San Francisco, and by a branch to Stockton.

The west side of Tulare Lake is unfit for a road on account of its miry nature. The section of the route from Zuni to Albuquerque is plain sailing. That from Albuquerque to Independence or St. Louis, or Memphis, is equally plain, by two or three well known passes through the Sandia mountains, which lie east of the Rio Grande.

Certain slight deviations from the track which I pursued would improve the route. For instance, it would be better to leave my trail to the north, at a point say 180 miles east of the Sierra Nevada, and intersect it

again some 15 miles west of the Colorado. On the east side of the Colorado the road should pursue a directly eastern course for 75 miles, and thence take an east-southeast course for nearly 200 miles, at the foot and on the south side of the mountains inhabited by the Garrotero Indians. Thence northeast for 15 miles in a prairie between those mountains and a range of mountains which seem to extend to the Gila. From this point the road should run easterly to the Colorado Chiquito river, and thence northeast to Zuni. The distance from the east end of the Garrotero mountain to Zuni is 200 miles. This route, as I indicate it, will pass at all times in sight of my trail, and through as practicable a country as any railroad route of the same distance in the United States.

The North Pacific Railroad.

[From the Detroit Post.]

It is high time that the friends of progress and improvement, for the settlement of the great Northwest, should begin to act in concert, and adopt measures for bringing public sentiment effectively to bear upon the approaching meeting of Congress. The development of its resources is not to be sought for private, sectional or local interest. It is a great public interest, affecting the resources and destiny of the whole country, the peace, permanence and prosperity of the great Federal Union. Immense is the extent and the value of the undeveloped portion of our public domain. The construction of railroads through the uninhabited parts to connect the great centers of commerce and open channels of trade across the continent, within the territory of the United States, is becoming every year, more and more, a matter of national importance and necessity. From the first moment the subject began to be agitated, we felt that the great interests and destiny of our country demanded the earliest possible construction, not of one, but of several railroads, to the Pacific. The Central route has attracted chief attention. Wise and abundant provision has been made for it, and some branches connecting with it. We commend the energy and zeal displayed on the subject; and approve the action of Congress, which has rendered its completion certain. We exert in the skill and success, so marvelous, and so creditable to the intelligence and enterprise of our American engineers and operatives, which make the Railroad in process of construction advance from one to two miles a day in its march across the continent. The world has never witnessed anything like it. Let it speed its glorious way. But this will not be sufficient. It will be but one highway, "one sinuous trail across the continent," as the *Railroad Record* of the 17th instant says, through the most difficult part of the Sierras, as well as longest route to the Pacific. A more southern route of Railroad connection with the same, awakens attention,—doubtless will be found not over-estimated, when, as "manifest destiny" seems to indicate, the northern States of Mexico shall be added to the domain of the "Great Republic." Comparatively but little is publicly said about the North Pacific route, the shortest, most practicable, and best of the three. This should not be so. There is need for all; and there should be no jealousy or rivalry which would prompt one or two to crowd off the other. Congress has shown a disposition to do what is right; and, we believe, will grant

whatever modifications of charters and land grants and loan of credit which may be needed by each, if not opposed by supposed rival routes. Let there then be a full exchange of views between the parties representing all interests, as the *Railroad Record* suggests, before Congress meets, and some agreement be had as to plans of operation. A meeting has been held in Santa Fe favoring the route to St. Louis by Smoky Hill. This is for St. Louis interests, which they have a right, if they can, to secure. But should they, of St. Louis be against the interests of the North, it behooves the North to be ready to reciprocate and look after its own. Antagonism and jealous rivalry may injure all. The American domain is wide enough for all, and its interests and destiny demand all. The suggestion of some general convention to unite and harmonize all interests is good and timely. Will not Michigan wake up and be on hand to protect itself in any policy to be adopted by Congress? Should such a convention pass without being represented from Detroit? Existing Railroad interests and Directors will, of course, look after all that may affect them. But there are immense interests lying to the north and north-west that will not be represented, and are not cared for by them, officially. For this the people of Detroit and Michigan at large should be watchful and active.

We are glad to see that the views we have advanced relative to the means to be made use of for the material advancement and progress of the whole country, is so fully and cordially endorsed by such high authority. Should the great, undeveloped State of Michigan sleep, and allow her present opportunity to pass without proper efforts to secure the benefit of those advantages with which nature has favored her, it would be as well for her to assume the stupor of death, and let her inheritance pass into the hands of others more energetic and deserving. We trust that she will be true to herself, and do her whole duty; that while she exacts all that Providence has pointed out as belonging to her, and the Nation has ability to bestow; she will also cheerfully accord to, and assist other portions of our equally rich, yet undeveloped territory, to obtain those means of improvement which alone can be made instrumental in the development of the untold latent wealth with which our whole country abounds.

Receipts of the Western Union Railroad Company, for the week ending October 31:

	1867.	1866.	Inc.	Dec.
Freight.....	\$34,308 49	\$27,121 40	\$7,187 09	.....
Passengers.....	5,785 35	5,939 28	153 93	.....
Express and Tel.....	570 00	250 00	320 00	.....
Mail.....	375 00	379 91	4 91	.....

Totals.....\$41,038 84 \$33,690 59 \$7,348 25 138 84
Decrease.....138 84

Total Increase.....\$7,348 25

Receipts from January 1, to Oct. 31:

1866.....	\$641,321 44
1867.....	640,807 28

Decrease.....\$ 43,513 16

It is understood that the Indianapolis, Lafayette & Cincinnati Railroad have purchased the Chicago & Great Eastern Railway.

The Memphis & Charleston Railroad Company.

EXTRACT OF PRESIDENT AND DIRECTORS THIRTEENTH ANNUAL REPORT, EMBRACING THE OPERATIONS OF THE ROAD TO 30TH JUNE, 1867.

From this report it will be seen that the receipts and expenditures have been as follows:

RECEIPTS.

From passengers.....	\$910,799 03
From freights.....	636,886 85
From mails.....	27,799 62
From express, etc.	86,126 93
	\$1,661,612 43

EXPENSES.

Con'g transportat'n.....	\$334,095 09
Motive power.....	338,848 52
Maintenance of way.....	329,427 00
" of cars.....	111,984 36
	\$1,114,354 97

Leaving net earnings.....\$547,257 46

There has been expended in permanent construction and equipment \$475,697.77 which has been charged to the construction accounts, under their proper heads.

While the above report is not such as your Board had hoped at the beginning of the year to be able to make at its close, yet, when we consider the extraordinary difficulties and casualties with which the road has had to contend, it is a source of great satisfaction to know that under such adverse fortunes it should be able to sustain its credit and pay its liabilities—meeting every expense, both ordinary and extraordinary, as they matured—continually adding largely to the value of your property in permanent works and equipment—paying promptly the interest due to the State of Tennessee—and also providing for the payment of the past due coupons on your first mortgage bonds, which are now being paid in New York. * * * * *

The roads east and south of your line from New York to New Orleans, in order to restore the line to its original reputation, determined early in the spring to run double daily passenger trains over the entire route during the summer months, whether it paid or not. This has added largely to your expenses, without remunerating returns, in my judgment, but your company could not refuse to co-operate with its connecting lines in a general policy thought to be for the good of the whole, it being one of the central links in the main line. It may and probably will, ultimately work for the good of your company. One beneficial result already realized from this policy is seen in the Government ordering a double daily mail on the entire line.

Notwithstanding all these interruptions and difficulties thrown in the way of the business of your road for the past year, (which combination can hardly ever occur again,) the net receipts of your road have been sufficient to pay interest on all of your bonded debt, and the debt, due to the State of Tennessee—say

7 per ct. on \$1,294,000 1st mort'ge company bonds.....	\$90,580 00
6 per ct. on \$1,595,530 Tennessee bonds.....	101,838 00
	\$192,418 00
Less balance of interest received from other sources.....	23,865 38
Leaving.....	\$168,552 02

Deduct this amount from the net earnings of the road, to wit, \$547,187.46, will leave a net profit of \$378,634.84, which is over seven per cent. on the entire capital stock of your company, after paying interest on your funded and floating debt, and under ordinary circumstances should have been declared as dividends to the stockholders; but your large floating debt, and heavy expenditures in construction and equipment, rendered it necessary to use this means for the accomplishment of these objects without increasing your floating debt.

Your floating debt has been reduced since your last annual report \$540,527.05, and your funded debt increased as follows:

Sales of 7 per cent. 2d mortgage bonds, at 18 years.....	\$237,000
Settlement of interest and sinking fund account with the State of Tennessee.....	3,540
Total.....	\$240,540

Your present funded debt consists as follows:

First mortgage 7 per cent. bonds, due in 1880.....	\$1,294,000
Second mortgage 7 per cent bonds due in 1885.....	237,000
Debt to the State of Tennessee, due in 1890.....	1,595,530
Making a total of.....	\$3,126,530

Your floating debt is nominally \$921,787.32; in this is included the following items, for which payment has already been provided:

Past due company coupons.....	\$156,975 00
Due the United States Government.....	272,403 02
	\$429,378 02

Deducting this amount from the gross floating debt will leave a balance of \$492,409.30.

Provision has been made for the payment of the past due coupons in New York, to be refunded from sales of second mortgage bonds. An agreement has been made with Government for the liquidation of their debt, by the application as credits on same monthly, of all services performed by your company, and a cash payment of \$10,000, to be paid monthly. This will give you about twenty months in which to pay this debt, allowing about one third of it to be paid in transportation.

Of the remainder of this floating debt, there is—

On old unpaid dividends.....	\$34,218 98
Due on unpaid pay-rolls.....	58,837 55
Due to individuals.....	138,012 42
Due to railroads.....	7,953 33
	\$239,022 38

Most of this amount is the result of the monthly expenses being passed to the credit of individuals and pay-rolls each month, and is fully provided for and paid monthly from cash on hand, and amounts due from railroads, agents and individuals, which are usually collected in time to meet these liabilities; and the amounts standing to the credit of these accounts being repeated every month, there will rarely ever be a less amount at any given time, and it cannot properly be considered as a part of the floating debt. A very considerable amount to the credit of dividends and pay-rolls and accumulations from the beginning of the operations of the road, a large proportion of which will probably never be called for. Deduct this amount of \$239,022 38 from \$492,409.30

409'30, will leave a balance of floating debt actually to be provided for of \$253,386.92; of this sum, \$100,000 included in bills payable, is on a permanent loan, with collaterals which would more than pay the debt at any time—the payment of which, however; it is not expected will be required for several years.

From the General Balance Sheet it will be seen that you have on hand coupon bonds bearing interest, as a part of the assets of your company, \$1,178,500, as follows:

State of Tennessee 6 per ct. bonds . .	\$610,000
First mortgage bonds of other railroad companies.....	367,000
Second mortgage bonds of other railroad companies.....	199,000
Bonds of the State of Alabama.....	2,500
	\$1,178,500

To which add your 2d mortgage bonds still on hand..... 763,000

This will give you.....\$1,941,500

in coupon bonds on hand for negotiation to meet your liabilities, and to meet your engagements for permanent improvements in roadway and rolling stock, which have already been contracted for.

It will not be necessary to negotiate your Tennessee bonds, as your other means will be ample to meet your engagements, as heretofore shown, thereby reserving these bonds for the purpose of handing over to the State, reducing your funded debt to that extent when it is no longer necessary to hold them to use as collaterals in raising money.

In accordance with a resolution of the stockholders at their last meeting, the Board of Directors have made arrangements to relay your entire road with the improved double-lipped wrought iron rolled chair, twenty-four inches long, one hundred miles of which will be laid during the present year, and the remainder will be put down next year. They have made arrangements to pay for these chairs in the securities of the company, thereby relieving them of the necessity of paying cash for these purchases. From a more thorough investigation of this improvement, the Board are the better convinced of the wisdom of its adoption, believing that it will prove a great saving to the company in the expense of keeping up its roadway and the reduction of wear and tear of machinery, as well as the securing of much greater safety to trains, by lessening the liability to run off at joints, enabling the road to run at much higher speed in safety, to meet all competition.

THE ARCHING OF BERGEN TUNNEL.—The work of arching Bergen Tunnel within has been for some time in progress, and is now nearly complete. The workmen are at present engaged in the erection of an entrance at the western end, of a style and character that will be very ornamental. It is expected to be completed within a week. The arching consists of brick work, averaging from sixteen inches up to three feet in thickness, and is being executed at a cost of about \$150 per lineal foot. This year the company have arched about five hundred feet, keeping the trains running all the while. The centre of the arching is composed of wrought iron bars 6 inches deep, in sections embracing 28 feet in length of the tunnel. The entire length of the tunnel is 4,300 feet. Of this 1,100 will be arched in a few days. The remainder of the tunnel is through solid trap rock, and is of such consistency that no arching will be required.—*Newark Courier.*

The Railroad Meeting at Ironton.

On Monday, October 28th, we learn by the *Ironton Journal*, there was a very enthusiastic meeting in that town, relative to raising the necessary means to extend their road. The action of the meeting was based on the following proposition of the company now existing:

OFFICE IRON RAILROAD COMPANY, }
Ironton, Oct. 25th, 1867. }

Messrs. R. Leele, W. W. Johnson, and William Means, Committee — GENTS: The undersigned President and Secretary of the Iron Railroad company, by authority of the Directors, would respectfully submit to you, and through you, to the citizens of Lawrence county, and others, a proposition, hereunto attached, made in answer to your suggestions to proposing a plan, to provide ways and means for extending the Iron Railroad, from its present terminus to the line of Portsmouth Branch of the Marietta and Cincinnati railroad. When it is remembered that the lowest possible value that could be placed on the property now owned by the Iron Railroad, is equal to the sum of \$138,650, (incumbered by \$35,000 in bonds,) and that it is just the kind of property which a new company would require, if an entire railroad was projected, and which the Directors now offer to new stockholders, for the reduced sum of \$134,778, being the net amount of stock held by the present stockholders, which stock, our Directors, if they desired it, have no power or authority to reduce, or destroy; but which they now tender to the enterprising and enlightened citizens wishing to extend their road, and place the city of Ironton and Lawrence county in connection with the traveling world; thereby securing to our citizens those advantages, in railroad communications, the want of which has so much retarded the growth and prosperity of our city, on terms as liberal, in their opinion, as the law will permit them.

Hoping that the plan proposed, may be received in the same spirit in which it is tendered, and ultimately secure the extension and completion of the Iron Railroad as desired.

We are, with much respect, &c.,

CYRUS ELLISON, President.

SAM'L RICHARDS, Secretary.

At a meeting of the Directors of the Iron Railroad Company, held at their office in Ironton, Ohio, the following resolutions were adopted:

Resolved, 1st. That the President and Secretary be authorized and empowered to offer to the citizens of the city of Ironton and Lawrence county, and the privilege of subscribing to the capital stock of the Iron Railroad Company, on the same terms of the original stockholders for the purpose of extending said railroad to the Portsmouth Branch of the M. & C. R. R.

2d. That the extension be made under the Charter of the Iron Railroad Company.

3d. That the additional stock be raised by new subscriptions to complete the work, and no subscription shall be collectable, until \$200,000 shall have been subscribed, unless a smaller amount be found adequate.

4th. That the present stock, amounting to the sum of \$134,778, and that of the new subscribers shall be upon a par with each other, and the new stockholders shall possess equal rights in proportion to their subscrip-

tion, in the old road and its equipments, that the old stockholders do.

5th. That the work of extension shall be prosecuted to completion, as soon as practicable.

Attest: SAM'L RICHARDS,

Oct. 24, 1867.

Secretary.

and which was modified and agreed upon as follows:

On the suggestions of the Citizens' Committee, the Board of Directors of the Iron Railroad Company, modify their proposed plan to complete said Iron Railroad to a connection with the Portsmouth Branch of the M. & C. R. R., and put it in running order, and make said plan read as follows:

1st. That the sum of \$150,000, and as much more as may be obtainable, of responsible subscription to new stock, be subscribed, which, with the proceeds of \$200,000 in bonds to be issued, shall be applied to the construction of said road, and the liquidation of the present mortgaged debt.

2d. That said subscription shall be paid in on calls of 10 per cent., every two months. The first installments of the 10 per cent. being payable as soon as \$150,000 is subscribed.

3d. That the work shall be so prosecuted as to insure a completion of the entire road to such connection, as soon as practicable.

4th. The stock subscriptions to be binding when \$150,000 is subscribed.

5th. The present stock of the Iron Railroad company, amounting to the sum of \$134,778 00, subject to a deduction of \$1,558 84 unpaid of original subscriptions, leaving \$133,189 17 of actual paid up stock, now in said company, to be share and share alike with the new stock.

Extracted from the minutes of the Board of Directors, at a meeting held at their office, in Ironton, O., Oct. 28th, 1867.

Attest, SAM'L RICHARDS, Sec'y.

After remarks by a number of gentlemen the report of the committee was adopted.

Judge W. W. Johnson then submitted the following agreement:

Ironton, O., October 28, 1867.

We, the undersigned, desiring to co-operate with each other and the present stockholders of the Iron Railroad, on the basis of the modified proposition of the Iron Railroad company, this evening submitted to us, do hereby severally agree to subscribe the amounts set opposite our respective names, as stock upon the basis of said modified proposition. This subscription to be severally binding on us when the sum of one hundred and fifty thousand dollars of reliable stock is signed, at which time this agreement is to be stamped.

Means, Kyle & Co. led off with \$10,000 Hiram Campbell followed with \$10,000 more. Other signers came forward in sums of from \$50 to \$5,000, until \$52,000 was subscribed on the spot.

It will thus be seen that the good people of Ironton intend to have rail communication with the outer world, and not be so entirely dependent as they hitherto have been on the erratic navigation of the Ohio River, which John Randolph with so much sarcasm remarked was "dry six months in the year, and froze up the rest."

EAST RIVER BRIDGE.—The special committee of the Directors of the East River Bridge Company report in favor of the appointment of Mr. John A. Roebling, of Trenton, as engineer of the undertaking, and of the adoption of the plan having a terminus near the City Hall.

Sale of the Pan Handle Railroad.

This road, extending from Steubenville, Ohio, to Pittsburg, Pa., was sold at auction at Pittsburg on Wednesday. The sale was made under the direction of Thomas McElrath, trustee, under the authority and by virtue of a mortgage dated August 1, 1856, which was declared, by decree of the Supreme Court of Pennsylvania, to be a first lien.

The sale included the railroad proper, together with the lands, depots, grounds and buildings, situate between and at the termini, at this city and the boundary line of Virginia; also all the tolls, issues, incomes and profits of the Pittsburg & Steubenville Railroad Company derived from the use of or travel on their road, or any part thereof; also, all the cars, engines, locomotives, tenders, horses, or other things used in the business or management of the railroad; and, also, all the estate, right, title, interest, claim and demand of the company in that portion of the road operated and run by them, through their lessees, in West Virginia, between the boundary line of Pennsylvania at the easterly end, and the Ohio river at the westerly end.

TERMS.—Twenty-five thousand dollars of the purchase money shall be paid in cash, and the balance within thirty days thereafter, *Provided, however*, that if the purchaser or purchasers are the holders of bonds and matured coupons, or either, secured by the aforesaid first mortgage he and they may receipt to Thomas McElrath for the dividend of said balance of purchase money, payable on the said bonds and matured coupons, or either, the sum thus receipted for to be considered as paid in cash on account of the said purchase money, the said bonds or coupons to be delivered at the time of such receipt to the said Thomas McElrath, and to be returned by him to the holders after the dividend thus receipted for shall have been indorsed thereon; the accrued interest on the said coupons from the date of their maturity to be added to the principal in estimating the dividend payable thereon. In case the terms of the sale are not complied with by the bidder to whom the property has been struck off, the next highest bidder at the sale, who shall have signed the condition thereof, shall have the option of taking the property at his bid, upon paying or accounting in manner aforesaid for the amount thereof, within ten days after the expiration of the aforesaid twenty days from the day of sale. When the purchase money shall have been paid or receipted for, and the sale confirmed by the Court, the said Thomas McElrath will execute or deliver to the purchaser or purchasers a good and sufficient deed or deeds conveying the premises unto him or them in fee simple.

The Pennsylvania Central Railroad Company was the purchaser for the sum of (\$1,960,000) one million nine hundred and sixty thousand dollars.

UNION PACIFIC RAILROAD.—The Acting Secretary of the Interior, on the 1st inst., submitted to the President of the United States the report of the Government Commissioners on the thirteenth section of thirty-five miles of the road and telegraph line of the Union Pacific Railroad Company, with the recommendation that the section be accepted. On the same day the President approved the recommendation, and directed the issue to said Company of the bonds and patents for lands due on account of the section agreeably to law. This section completes the road four hundred and fifty-five miles west from Omaha, Nebraska.

Climbing by Railway.

It appears extraordinary that engineers seeking to climb steeper and steeper gradients—already working up 1 in 12 by locomotives, and asking themselves whether an all-coupled engine, by itself, would really manage to just get up 1 in 4 by its own adhesion—never appear to have thought that as much power is generated by gravity in going down these slopes as is expended in overcoming gravity in going up. Any means that will utilize the gravity of a train on a descending incline will solve the problem of working a train up the same incline, and so far from being limited to a rise of 1 in 12 we may have a rise of 1 in 10, or, in other words, work up and down vertically, which would more than meet the case of Chimborazo or the Matterhorn itself—and, seriously, there is no knowing where engineers will be climbing to next. An ordinary locomotive will take care of itself very well on any gradient less steep than 1 in 20, performing more or less work according as the gradient is flatter or not. But for much steeper inclines there is no reason why we should always design them just as if all the trains were to go up and none were ever coming down again. Yet this is what the Mont Cenis Railway engineers have done. Every time Mr Fell's 16-ton engine and a train of 24 tons goes over the mountain in either direction, 80,000 foot-tons of available power are absolutely thrown away, taking the total descent at 2,000 feet. Nearly as much power is thus lost as is required to get the train up to the summit.

On the inclined planes sometimes employed about collieries and ironstone mines, the loaded wagons, in going down, are made to draw the empty wagons coming up. This plan, however, involves the use of ropes, and it is obvious that it is only applicable where the preponderating traffic is all downward, and where trains are always ready at the same moments to move in both directions. It applies only to planes inclined in one direction, or, if in both, where the loads are made up at the summit; and it is clear that, except it were supplemented with a system of separate engine-power, this system would be wholly inapplicable for working a varying passenger traffic over the Mont Cenis, and in any case it would almost certainly involve considerable detentions, inasmuch as passengers could only go up at the precise moment when other passengers were going down. It would, of course, involve a double line of way, whereas the present zigzag line over the mountain is single.

What is wanted is a single-line system whereby one train, going down at one hour, or one day, may store up its gravitating power to be used the next hour, or even the next day, to help another train up. As a mechanical problem, and this is one of very great interest and importance, there are, perhaps, two or three ways of working this out. We may conceive a rope system in which the descending trains are made to pump water into an accumulator, the water-pressure thus stored up in which is to be made available for taking up the train in the opposite direction, on the same line, at any time afterwards. This plan would involve, however, very considerable losses from friction, and a rope system is always objectional. In case of a sufficient supply of water at the summit of the incline, the descending trains might be made to carry down a certain weight of water in tanks, say 10 or even 20 tons (2,240 to 4,480 gallons), to

assist in pumping up a sufficient force for taking up other trains, not thus loaded, in the opposite direction.

There is another system, preferable, we think, to this. This is that of a pneumatic tube, not upon Mr Rammell's plan, but one, nevertheless, in which the train goes through the tube. Rails could be laid, and an ordinary railway train (without the engine) could be run into a 10 feet or 11 feet tube, and a pressure of but 1 pound per square inch—not much greater than that corresponding to the difference between a very low and a very high barometer—would give a tractive force of 5 tons in the 10 feet, and 6 tons in the 11 feet tube. This would take 20 tons easily up a slope of 1 in 4 to 1 in 5, and it is to be borne in mind that no locomotive is to be taken up. The air, under pressure, would not be blown directly from the engine into the tube, for in that case no advantage could be taken of it in descending. It would be accumulated in an airholder or accumulator, like a gasholder, and having a capacity somewhat greater than that of the tube itself. For every mile of a 10 feet tube, the air accumulator would require to have about 400,000 cubic feet capacity, corresponding to a gasholder of very moderate size, the largest gasholders having a capacity of 2,500,000 cubic feet. The air accumulator, would require, however, to be of considerable strength, and to be loaded with considerable dead weight, to be worked at a pressure of even 1 pound per square inch. If 120 feet in diameter, it should weigh, loaded, about 725 tons, merely in order to keep it down, in its tank, against this pressure, and the difference of level of the water, on the two sides of the "seal," would be 2 feet 4 inches. This airholder would be placed at the foot of the incline, and filled, at the outset, by a blowing engine of moderate size, and this would be afterwards employed in supplying the waste of air in working. The airholder would empty itself, or nearly so, in sending a train up, and would be nearly filled again by the air forced in by a train of the same or of rather greater weight coming down, the difference of quantity of compressed air being supplied from the blowing engine. The principle and its great advantage will be seen and understood without difficulty. It requires a certain amount of detail in working out, but this presents no difficulty, and may be designed with certainty and even with ease. The train would be run into the tube, leaving the locomotive behind, and the doors of the tube would be shut. A piston truck, nearly but not quite fitting the tube, would be placed in advance of the train, or perhaps two, one in front and one behind. The compressed air would then be let on through a valve whose opening would just suffice to send the train up at a proper speed. The upper end of the tube would be always open, unless a narrow summit had to be passed, and a descent made on the opposite side. In the latter case, a short piece of level line would be introduced at the summit, and, on reaching it, the pressure in the up tube would be let off into the down tube, thus placing the train in equilibrium, and storing up a certain amount of air in the down tube to check the train in the beginning of its descent. In the case of a plane rising from a low level to a table-land above, like those up the sierras in Brazil, or up the ghauts in India, the upper end of the tube would be always open. The carriages would require to be lighted in passing up or down the tube, but the ventilation would be perfect, the motion delightfully uniform, and nothing could possibly be safer. We have ourselves

been through Mr. Rammell's little tubes, one of them equal in area only to a 33 inch and the other to a 54 inch main, and the motion, despite the small wheels of the trucks and the absence of springs, is like sailing, and the ventilation is very good.

Upon the plan we propose trains might be worked up any incline, however steep, or even be lifted vertically, in perfect safety, and with the utmost steadiness and comfort—*Engineering.*

Progress of the Louisville & Cincinnati Railroad.

The contractors upon the Cincinnati branch of the Louisville, Cincinnati and Lexington Railroad are pushing their work uninterruptedly. The cost for graduation and masonry will be about \$1,400,000. Of this amount, there will have been disbursed at the end of the present month \$450,000 to \$500,000, being about thirty per cent. of the whole amount of the item of graduation. The cross-tie contracts have been let, and the contractors are now getting fairly under way. In carrying forward this great enterprise, the managers have adopted a plan as wise and advantageous as it is unusual. The work has been so expended on the more heavy and difficult portions of the road, that the whole is now sufficiently in hand to secure its completion in the contract time. The foundations of all the most important bridges have been put in this season, and the masonry is well advanced. The most noteworthy bridge along the line is that across the Kentucky River, at Worthville, about seven miles above Carrollton. It will be seven hundred feet in length. The foundations of this bridge are said to be marvels of engineering skill. They are sunk in deep water, and in a manner entirely original. The masonry is now above water, and is going regularly forward.

Throughout the country traversed by this road, the people manifest an enthusiastic interest in the improvement. At Lagrange, Sligo, Mouth of Sulphur, Campbellsburg and Glencoe, ample ground has been donated for depot purposes. Tenders of land have also been made at other points, but the company have not been able, as yet, to locate upon it. The whole country along the road is improving. At some places towns are being laid out, with every prospect that they will rapidly grow into importance. A new Catholic church is going up at Verona, a thriving station in Boone county; a Baptist church is being erected at Walton, four or five miles from Verona, and at Campbellsburg, a fine Masonic Hall is on the eve of erection. In fact, the people begin to consider themselves out of the wilderness, and are exhibiting the spirit of a higher and nobler civilization. Merchants of the towns on the river near the road, are preparing to remove to the railway stations. Many of them have already commenced building storehouses at Glencoe, Gallatin county, and at other points. This movement will divert to Louisville an immense trade that formerly went to Cincinnati by the river. In fine, the opening of this important railroad will enhance the commercial interests of our city more than will any of our numerous railroad connections, except the great head-centre of them all, the Louisville and Nashville. It is expected to be finished and open to travel in the spring of 1869.—*Louisville Journal.*

Kansas and Its Resources.

The Report of the Surveyor General of Kansas, soon to be transmitted to headquarters at Washington, cannot fail to be of great service to the State. Outsiders, as well as many of our own citizens, will be surprised at the extent of our resources. We give the figures of the Surveyor General:

Estimated population of Kansas... 300,000
" number of acres improved 2,000,000

LIVE STOCK.

	Number of head	Price per head	Total
Cattle	1,000,000	\$25	\$25,000,000
Horses	150,000	60	9,000,000
Mules	10,000	100	1,000,000
Hogs	1,000,000	5	5,000,000
Sheep	100,000	3	300,000

Total value of live stock.....\$40,300,000

GRAIN, ETC.

	Number of bushels.	Price per bushel.	Total
Wheat	2,500,000	\$1 75	4,375,000
Potatoes	1,000,000	1.00	1,000,000
Corn	40,000,000	50	20,000,000
All other products			10,000,000

Total value of crop of 1867.....\$35,375,000

Total value of farm and agricultural implements.....\$40,000,000

The value of our products for the ensuing year will be more than *thirty-five millions of dollars!* If our development in the future shall keep pace in the same relative proportion as for the past two years, but a short time will elapse before Kansas will stand high up among the heaviest producing states of the nation. The increase of population, the construction of railroads, the opening of a highway to the ocean, bringing us nearer to it by more than one thousand miles, cannot fail to make us in ten years one of the most powerful and influential communities in the Republic. The gloomy forebodings of croakers and the misrepresentations of enemies, cannot stand for a moment before the official figures we have referred to.

A single suggestion growing out of this matter may not be out of place. The total amount of taxable property returned by the different county assessors, foots up to \$56,000,000. The value apparent from the report of the Surveyor General is more than \$115,000,000, and this does not include any of the personal property within the State excepting agricultural implements. Our money, capital in business, and other personal assets thus left out of view cannot be less than \$30,000,000, more, making a total valuation as a basis of taxation of more than \$145,000,000, instead of \$56,000,000.—*Leavenworth Bulletin.*

INDIANAPOLIS, CRAWFORDSVILLE & DANVILLE RAILROAD.—The *Indianapolis Journal* says:—The County Commissioners yesterday morning rendered a decision allowing the appropriation to secure a right of way for the Indianapolis, Crawfordsville & Danville Railroad through the county, from the west bank of White river to the western line of the county. The work on this road has begun at Crawfordsville, from which point the contractors are working in this direction, and

also at Pekin and Danville, Illinois. It is now intended to let the whole line between this city and Crawfordsville on the 16th inst., and it is confidently predicted that the work will be completed and the cars running by the middle of next summer. Montgomery county donates one hundred and twenty-five thousand dollars towards it, and other points are equally liberal. We understand that no stock has been taken in this county, and as the city subscription of forty-five thousand dollars is not payable until the road is completed and the cars running forty miles west of the city. Having provided for the building of the road, and having secured the right of way everywhere on the line except from White river to the county line, it was eminently wise and proper that the necessary amount to secure this should be appropriated by the County Commissioners. The sum is said to be fifteen thousand dollars, which will add but an iota of weight to the tax duplicate.

LEASE OF DUBUQUE & SIOUX CITY RAILROAD.

—We announced a few days ago that the Illinois Central Railroad Company had leased the Dubuque & Sioux City Railroad, and we are informed that by the contract the Illinois company assumed the lease made by the Dubuque company and the Cedar Falls and Minnesota Railroad a line of railway building up the valley from Cedar Falls, on the Dubuque line. Fifteen miles of the road is already built to Waverly, and some thirty miles are under contract, and it is expected the work will be completed to Charles City by the first of next October.

The balance of the road will be built as soon as arrangements can be made with the St. Paul & Milwaukee Company to open their line to St. Paul. It is only eighteen miles from Austen to the State line, the terminus of the Cedar Falls Minnesota Railroad Company. We understand the company is a close corporation, eight gentlemen owning the entire property. When the Dubuque Road is completed and the Cedar Falls Minnesota Road is finished the Illinois Central Company will have a direct line from Chicago to the Missouri river and to St. Paul.

SALE OF THE WINONA AND ST. PETER RAILWAY TO THE NORTHWESTERN COMPANY.—Into every section of the west and northwest, that great railway Corporation, the Chicago and Northwestern, is now extending its iron arms. By the recent purchase of the Winona & St. Peter Railroad and further contemplated connections therewith, the Northwestern has secured a hold on the trade and traffic of Upper Minnesota that will be a prolific source of profit to that Co. and Chicago for all time to come. This purchase is but the preliminary, it is confidently asserted, to the construction of another road between Madison and Winona through the fertile Baraboo valley, which will give this city a short cut route to St. Paul, through a region of country inexhaustibly rich in agricultural resources, and forming a continuous line in every respect convenient and advantageous. The Milwaukeeans who went fiddling around with a view to buy up this same road, and annex it to their railway system, of course don't like it to be thus completely out-generalled. Whatever project the Northwestern takes in hand it accomplishes with a vehemence and might that is irresistible. The transfer went into effect on the 1st inst.—*Western R. R. Gazette.*

MONETARY AND COMMERCIAL.

The demand for money is more active, and the market rules close. The demand is not confined to any particular department of business; but there are, of course, some branches of business that have stronger claims upon the discount houses for such means as they can command at this particular season of the year. The supply of currency is not abundant, and although bankers do their best to meet the wants of customers, yet, nevertheless a large amount of good paper is thrown outside. The usual rates for acceptable paper is still maintained by the discount houses, viz: 8@10 per cent. while street rates range from 12 to 18.

There is a good demand for exchange, and the market is firm at par buying, and 50c. premium selling. The quotations are:

	Buying.	Selling.
New York.....	par	50c prem.
Philadelphia.....	par	60c prem.
Boston.....	par	5c prem.
Gold.....	138½@138¾	139@139¼
Silver.....	130@133	131@134

The condition of the gold market is shown by the following table of daily fluctuations:

	Opening.	Highest.	Lowest.	Closing
Oct. 31.....	140½	140¾	140¾	140¾
Nov. 1.....	140½	141	140½	141
" 2.....	141½	141½	140¾	140¾
" 4.....	140¾	140¾	140	14¾
" 5.....	140¾	140¾	139¾	139¾
" 6.....	139	139¾	139¾	139¾

Of the New-York market the *Tribune* of Nov. 6th, says:

Money is active at 6@7 per cent. with more business doing at the latter rate. Commercial paper continues unchanged at 7@9½ per cent. for first-class names. The movement of currency to move the cotton crop has commenced, and the bulls in gold are large borrowers.

Government bonds are dull and steady. State bonds were firm on Missouri 6 per cents at 94, and weaker on the new Tennessee six per cents, which sold at 61. The miscellaneous share list continues dull and neglected. Pacific Mail was steady at 141½. Western Union Telegraph was lower, and sold at 31½. The railway share market opened a shade firmer than the closing prices of yesterday, but was very dull. There was a small advance in New-York Central, Michigan Southern and Rock Island, but the amount of business transacted was very limited. Cash stock is plenty, and freely offered at 6@7 per cent. After the Board the market remained dull and inactive, with the exception of North Western Preferred, which broke and sold down to 62½. At the Second Board the market was steady. Pacific mail was strong selling at 142½, and was in demand. Illinois Central improved and closed strong. The dealings in the balance of the list were unimportant. After the Board, the general market was firm. There was an improvement in Michigan Southern, which advanced to 77½ on small purchases. The North-Western shares were more active, and closed strong. The business was very small on the street, as is usual on election day. The market closed steady at quotations; Canton, 42½@42¾; Cumberland, 24@30; Western Union Telegraph, 31½; Quicksilver, 17½@17¾; Mariposa, 8@8¼; Mariposa Preferred, 14@17; Pacific Mail,

142½@143; Atlantic Mail, 115½@116; Boston Water Power, 16½@16¾; New-York Central, 111½@112; Erie, 71½@71¾; Erie Preferred, 76½@77; Hudson, 125@127½; Reading, 96½@96¾; Michigan Central, 108½@109; Michigan Southern, 77½@77¾; Illinois Central, 125@126; Cleveland and Pittsburgh, 81@81½; Rock Island, 94½@94¾; North-Western Common, 47½@47¾; North-Western Preferred 63½@63¾; Fort Wayne, 96½.

BRITISH ASIA.—The commercial rise and progress of the East Indian possessions are set forth most concisely in the third statistical abstract for the several colonial and other possessions of the United Kingdom, recently published. It is found from this valuable compilation of figures that the area of British India is 956,436 square miles, and that in 1861 its population consisted of 143,271,210 persons. The gross amount of public revenue increased from nearly £28,000,000 in 1852 to more than £45,500,000 in 1865, and the gross expenditure within the same period increased from £27,000,000 to £46,000,000. The public debt of India has, during the last thirteen years, increased by £23,000,000, and in 1865 amounted to £98,477,555. The total tonnage of vessels entered and cleared in 1865 is represented by 4,268,666 tons, 3,228,284 of which belonged to British and 1,040,382 to foreign craft—these figures not including those vessels employed in the coasting trade. The total value of imports rose between 1852 and 1865 from £17,000,000 to £19,500,000, of which sum £5,000,000 and £21,000,000 represented the value of bullion and specie, and £10,000,000 and £23,000,000, respectively, the value of imports from the United Kingdom alone. The total exports were valued in 1865 at nearly £69,500,000, which represents an increase of more than £48,000,000 during the past 13 years.

The principal articles imported to British India, exclusive of bullion and specie, are cotton, twist and yarn, cotton piece goods, spices, malt liquors, copper, salt, and wines. Of articles exported in 1865, raw cotton produced £37,500,000 opium nearly £10,000,000, rice, £5,500,000, seeds nearly £2,000,000, and raw wool and raw silk each more than £1,000,000. The quantity of opium annually exported during the past thirteen years reached its maximum in 1865, but its greatest value in 1863. Wool exports have regularly and progressively increased, 7,057,161 lbs. weight having been shipped in 1852, and 23,432,689 lbs. weight in 1865.

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J. M. LUNT, Sup't, C. & I. C. R. R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C. H. & D. R. R., Cincinnati.
J. H. WELER, Ass't Sup't, D. & M. R. R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G. W. R'y, Cincinnati.
J. F. LINCOLN, Ass't Sup't, C. & I. J. R. R., Hamilton.
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., Indianapolis, Ind.
Aug. 2, 1885.

THE

STEAM SYPHON PUMP

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*Most Simple, Effective and Durable Device for
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It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP,
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IT IS AN EFFICIENT

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COACHES!

—VIA—
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PASSENGERS leaving CINCINNATI by the A. & G. W. Railway, on Saturday Morning, by the 6:00 a.m. Lightning Express, go

THROUGH TO NEW YORK

Without Detention arriving in New York 3:15 p.m. next day, Sunday.

2 Through Lightning Express Trains for New York, Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave Cincinnati.....	6.00am.....	7.00pm
" Dayton.....	8.20 ".....	9.15 "
Arrive West Salem.....	1.40pm.....	4.03am
" Leavittsburg.....	4.40 ".....	7.30 "
" Meadville.....	7.05 ".....	10.15 "
" Susquehanna.....	7.30am.....	10.38pm
" Paterson.....	2.33pm.....	6.17am
" New York.....	3.15 ".....	7.00 "
" Boston.....	6.00am.....	5.00pm

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

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Provided for all Night Trains, and Smoking Cars for all Trains.

Ample time is allowed, at all hours,
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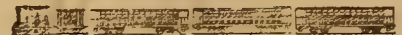
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South west.

W. B. SHATTUCK, Gen'l Ticket Agt. L. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1885, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15 foot of Liberty street, North River, at 7:00 and 9:00 a.m. and 8:00 p.m. On Sundays, one Express Train at 8:00 p.m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers front the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a.m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p.m., Pittsburg 12 night

9:00 a.m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p.m. Without change of cars from New York to Harrisburg.

8:00 p.m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p.m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a.m. next day.

3:00 a.m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p.m.; passes Harrisburg at 3:00 a.m.; Reading at 4:40 a.m.; Allentown at 6:00 a.m.; Easton at 7:00 a.m. Through cars from Pittsburg to New York.

9:05 a.m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p.m.; passes Harrisburg at 9:05 a.m.; Reading at 10:52 a.m.; Allentown at 12:22 p.m.; Easton at 1:19 p.m. Through cars from Pittsburg to New York.

7:25 a.m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a.m.; Allentown 12:20 p.m.; Easton at 1:35 p.m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p.m.

2:10 p.m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a.m.; passing Harrisburg at 2:10 p.m.; Reading at 4:30 p.m.; Allentown at 6:00 p.m.; Easton at 7:20 p.m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p.m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

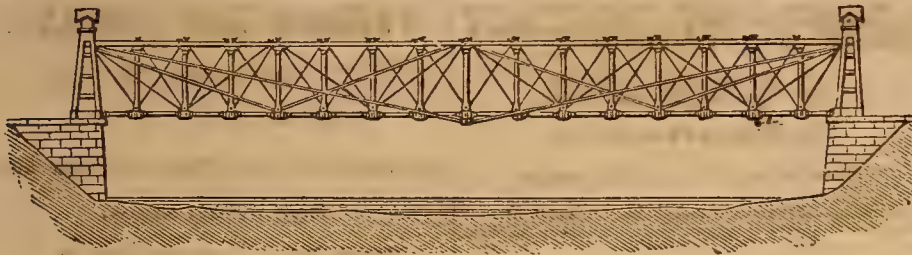
Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5.15 P. M.	5.05 A. M.
Harrisburg Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House (offices); also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.
F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

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In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

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LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and railroad work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

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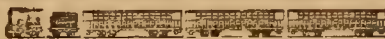
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Productive Wells all

around them.

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MACHINERY OF EVERY DESCRIPTION

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THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

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Made at his Shops in Philadelphia. Employing only the most experienced workmen and best material, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

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Shops—Seventeenth and Coates St. PHIL.

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—AND—

Railroad Machine Works,

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Chilled Wheels and Tyres

FOR

Railroad Cars

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Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

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Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

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This great national thoroughfare is again open for
Freight and Travel.

Bridges and Trucks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequaled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure *through tickets and through checks* to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't. Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	5 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	7 00 P. M.	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Front and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.
One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.		
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run CINCINNATI Time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill-st.

O. E. FOLLET, General Ticket Agent.
W. H. GIBSWOLD,
General Superintendent

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA, POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago. Advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts., No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President

W. H. L. NOBLE,

General Ticket Agent.

C. B. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



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Engine and Car Axles, Pump and Piston Rods,

Bar of all Sizes,

And all Forgings for Railroad Machinery

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JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works

June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

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Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 40 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—from 4 to 24 inches in diameter, and branches for same, &c.,

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W. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M. and 11.00 P. M. Leave all time for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, NOVEMBER 14 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

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A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
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LITTLE MIAMI.		
Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.
CLEVELAND, COLUMBUS & CINCINNATI.		
Lightning Express.....	7:40 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.
MARIETTA AND CINCINNATI.		
Depot on Pearl street, bet. Plum and Central avenues.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.
CINCINNATI, HAMILTON AND DAYTON.		
Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.
CINCINNATI AND INDIANAPOLIS JUNCTION.		
Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.		
Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.
OHIO AND MISSISSIPPI.		
St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.
Louisville Special Train.....	3:45 P. M.	1:50 A. M.
CINCINNATI AND ZANESVILLE.		
Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.
KENTUCKY CENTRAL.		
Express.....	6:00 A. M.	6:50 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.
PAN HANDLE ROUTE.		
Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:40 P. M.	10:35 A. M.

Pure Water.

THE EFFORTS NOT TO GET IT.

The city of Cincinnati has long been considered one of the most healthy cities of this country, and this is proven by the regular mortality reports. Its favorable location is the great secret of its exemption in a marked degree from many of the "ills that flesh is heir to"—situated as it is on a high gravel bed, surrounded by towering hills, with deep opening ravines pointing in every direction, acting as funnels through which passes the natural currents of air, drawing with them the foul gasses engendered by a dense population. The valley of the Licking, the Ohio, both up and down stream, Mill Creek and Deer Creek, all act as chimneys or ventilators to the city, and it matters not from what direction is the wind, either one or the other of those valleys becomes the avenues through which flows the sweeping currents of purifying air. All these things does Cincinnati possess, but "one thing yet does she lack"—by universal confession—pure water!

His Honor, Mayor WILSTACH, in his recent letter, very truthfully and pertinently remarks:

"Moreover, it is proven by incontestible evidence that if we had pure water always attainable to the masses they would drink far less liquor. I believe that fully one-third of that which is drank in saloons would, in warm weather especially, never be tasted if we had at each street corner a public drinking fountain, where the thirsty wayfarer could quench his thirst with pure, cool water. (By pure water I do not exactly mean the risings of Deer Creek, with its slaughter-house and kindred abominations, nor the musty liquid drained from the putrid ponds of the Miami bottoms.) If the city will not otherwise supply such pure water and such fountains as a sanitary provision demanded for preserving the public health, let us adopt it as a plank in our temperance platform, and set about creating such a public opinion, as will demand pure water. I feel certain that other enlightened citizens will then imitate the wise example of Mr. Probasco, the donor of the Tyler Davidson Fountain, to be soon erected in the Fifth street Market Space."

With a scant supply of water, and that abominable, and even that not come-atable what wonder that coffee-houses do a thriving trade?

Thirty years ago, the Ohio river, at our very doors furnished comparatively pure water; but it is not so now, as will be seen by the report of the committee of the Cincinnati Academy of Medicine. That the trustees of the Water Works have no doubt done all in their power to remedy the evil; they have employed the best engineering talent that they had, and have faithfully executed their behests. The old adage, however, is true, you cannot "draw sweet water from a bitter fountain" nor "make a whistle out of a pig's tail." The report of these scientific gentlemen, says: "The Ohio river performs the office of a sewer to the country through which its various

tributaries flow. The water, therefore, contains dissolved in it the soluble inorganic constituents of the soil; carbonate of lime, held in solution by carbonic acid; sulphate of lime, chloride of sodium, potash, silica, alumina, etc. These saline impurities impart to the water the quality of hardness. We need hardly remark that these inorganic substances exert no appreciable influence upon the public health. The selenitic and calcareous waters, properly so-called, unquestionably impair digestion, and favor the formation of urinary calculi. But the Ohio river water does not contain a sufficient quantity of these saline impurities to produce these results.

Besides the inorganic constituents, the Ohio river water contains a variable proportion of organic matter, both of animal and vegetable origin. The alluvial soil of the country watered by the Ohio and its tributaries furnishes the one, and the habitations of men the other. Numerous cities, towns, farm houses, distilleries, cattle pens, etc., pour their offensive excreta into these streams. We find the result of these additions to our river water, expressed in the analysis of Prof. Locke—"nitric and organic acids with soda." The nitrogenous matters undergo oxidation, and hence we have nitric and organic acids. This is the mode in which terrestrial waters are purified in the laboratory of nature. It is well known that oxygen exists dissolved in terrestrial waters in larger proportion than it is found in air. The oxygen attacks the organic matter, oxidizes it and thus renders it much less harmful; but not harmless—for as all the nitrates are soluble, they are more or less dangerous impurities. While the other impurities, organic and inorganic, form a coating which prevents action upon the lead of the pipes, the nitrates act upon this metal, producing a soluble salt, the nitrate of lead. Unquestionably, in this city obscure and unrecognized cases lead of poisoning now and then occur, in consequence of this action of the nitrates, and the production of the nitrate of lead, but it does not appear that any other ill result is occasioned by the presence of nitric acid and the nitrates.

The organic impurities which gain access to the Ohio river above Cincinnati are thus disposed of by oxidation. The practical question in this connection is—What is the distance required to insure this destruction of the organic matter by oxidation? It may be safely asserted that the water supply of Cincinnati is but little affected by the organic impurities admitted to the Ohio above the mouth of the Little Miami. This stream, passing through a fertile, alluvial valley, containing numerous distilleries, villages and farm houses must be highly charged with organic matters of animal and vegetable origin. The analysis of the water prove this. Your committee paid a visit to this stream at its mouth, to compare the volume of water with that of the Ohio river. The volume of water in the latter is so much greater than that in the former, and the distance from the Water Works being six miles, that in the opinion of your Committee the influence of the Little Miami in deteriorating the quality of the water supply at Cincinnati, must be regarded as inconsiderable. This opinion is confirmed by the analysis of Locke. Thus while the solid matter in 5,000 grains of water from the Little Miami amounted to 1-27 grains, at Cincinnati the same quantity of Ohio river water contained only 0-577 of a grain. The same fact is expressed in another form, in the determination of the "nitric and organic acids with soda." Thus whilst these existed in the Little

Miami river water in the proportion of .087, in the Ohio river water at Cincinnati they were found to be in proportion of .1290. It is obvious, therefore, that the large amount of organic matter contained in the Little Miami river water undergoes oxidation before reaching Cincinnati.

Your Committee next endeavored to ascertain the possibility of the contamination of the water supply of Cincinnati by the sewerage of the city itself. We ascertained by personal inspection that the drainage of East Walnut Hills, of a portion of West Walnut Hills, of Fulton, and of the Seventeenth Ward, flows immediately into the shore current from which the supply to the city is obtained. Within a few yards of, and emptying immediately into the water supplying the aqueduct we found a fetid stream of sewerage containing urine and fecal matter, and the discharges from a brewery, filled with infusorial organisms. Dr. Jones, who made the microscopic examination, found *monoda*, *vibrio* and *bacteria* in abundance. All the drainage of Front street above the Water Works, of Washington and other streets, several tanneries, breweries, the cattle pens of the Little Miami Railroad Company, and the horrid nastiness of "Goose creek" are discharged into the shore current. The privies on the upper side of Front Street, after a rain, overflow and their contents pass into the street. A dense line of privies extends along the river bank from the Torrence road to the Water Works. The Committee was credibly informed that some of these, although shallow, had never been emptied and were never full; their contents soak through the soil into the river. Dr. Jones also found numerous cryptogamic and infusorial organisms in the water of Goose creek and of the neighboring ponds. It is obvious that the impurities from these sources are too near the aqueduct to be destroyed by oxidation before entering the city reservoir. The arrangement of the wall at the aqueduct is such as to insure that the shore drainage shall be conveyed into the aqueduct. To cut off the "Deer Creek eddy" the wall was extended obliquely into the river, forming a basin which intercepts and holds the shore drainage to be pumped up into the reservoir. The water supply of Cincinnati hence contains the specific products which may gain access to the privies and gutters of Fulton.

Much has been said about the "Deer Creek eddy." Since the conclusive demonstration of the existence of this eddy, and the consequent contamination of the water supply, measures have been taken to remedy the evil. A dam has been constructed above the mouth of Deer Creek, and the new aqueduct has been tapped to supply the pumps now in use. The Committee ascertained that an eddy still existed approaching within an unpleasant nearness to the mouth of the new aqueduct, and, possibly, in certain stages of the water, entering it.

Besides the sources of impurity just indicated, peculiar appearances of the river water have been observed from time to time. Dr. Jones, who has been making microscopic observations during the past year, ascertained that the greenish hue of the water observed during a part of last summer, was due to the presence of "algae, mostly of the confervoid division." Your Committee, however, do not pretend to assert that the presence of these organisms is a proof of the unfitness of the Ohio river water for potable purposes, for it is well known that the purest natural waters are not entirely free from them. At the same

time, it can not be denied that these organisms develop most abundantly in water rich in organic matter."

It is, perhaps, a work of supererogation to thus publish in full the report of the Committee, as all that they say, or can say, was too well known before, to every citizen and sojourner with us, except the latin technical names of the innumerable animacule and other "abominations" that they say we have to drink in "abundance."

THE REMEDY PROPOSED

Is, however, insufficient and is but temporizing with the comfort, "good taste" and health of the city. It will, by their own showing, but partially meet the case, while the causes of the evils complained of will be continually on the increase, even in a greater ratio in the future than during the past twenty or thirty years. The plan proposed by the Committee of the Academy of Medicine is as follows:

"As the most obvious and important source of contamination is the drainage of Fulton, measures should be taken to prevent this reaching the river above the Water Works. A sewer of sufficient capacity may be constructed along East Front street to convey below the Water Works the drainage of this part of the city. To make this effective in preventing the contamination of the water supply, the drains from the breweries, tanyards and cattle pens, and the cesspools should be connected with the sewer. In addition to the sewer, or in lieu of it, the aqueduct should be extended into the middle of the river beyond the influence of the shore current, and the walls and dams which have been constructed to prevent eddies should be removed, for such is the direction of the current at this point owing to the bend in the river, that these obstructions serve to create eddies from below, and to collect shore filth from above.

To remove from the water its visible impurities, is rather an æsthetic than a hygienic question. The mud and filth of a high stage of the river, are rather offensive to the taste than injurious to the health. Nevertheless, civilized people can not disregard the claims of good taste. Efforts should be made to free the water from its visible impurities. This may be accomplished by having a reservoir of sufficient capacity to permit the purification of the water by subsidence, and by having suitable filtering beds which will separate many of the substances remaining in solution."

The proposed sewer would have to be six miles long, immediately on the bank of the river, and would cost—well the Members of Council can readily calculate how much, as the city has had some experience in sewer building. But, "just think once," as Sidney Smith said of the Giraffe, "of three yards of sore throat,"—just think once of six miles of sewer! We shall not object to the sewer, provided the property owners on the line of construction want it, and pay for it, but we do object to it as a remedy for the evil complained of; and contend that the only plan, or at any rate the most feasible plan, to secure an ample supply of pure water for the city is to bring it from the Ohio river above the mouth of the Little Miami. This project we exem-

plified fully in our issue a few weeks ago, and to which we would now refer the reader. There capacious reservoirs (as many as necessary) of an hundred acres or more, can readily be constructed, the supply obtained above the contaminating sources, the sedimentary impurities of the water removed by filtration and sedimentation, and none but pure water allowed to pass into the mains to supply the city. Besides, the expense would be but little more than would be required to construct the sewer.

Cincinnati, as it is, and as it was.

In our last, we spoke of Cincinnati and its improvements; but, briefly. It occurs to us that the subject will be much better understood, by defining exactly what Cincinnati is. We need not describe how Cincinnati was laid out, or by whom settled. These are matters of history, which do not relate to its present aspect, growth, powers, and improvement. Some of its physical elements, however, do determine very much its present position and needs, and we shall briefly mention them. The River Ohio divides at Cincinnati, a very large bottom, or correctly speaking, amphitheatre, into two parts; that on the north side being occupied by Cincinnati, and that on the south by Newport and Covington. On the upper end the hills on both sides come near together, and on the lower side, they come close together; so that literally here is a great natural amphitheatre, divided by the Ohio River. This amphitheater is about three miles wide and four miles long, comprehending therefore twelve square miles of surface. On the south side, it is again intersected by Licking River, and on its northwest angle enters Mill Creek. On every side of this surface rises hills to the height of 300 feet; so that the only natural outlets to Cincinnati are the Ohio River up and down, and the Valley of Mill Creek. Now these natural elements compelled certain future consequences in the future improvement of this site; and it is very curious to see how those consequences have inevitably followed.

1. Since the natural amphitheatre was divided by the Ohio River, it followed, that whichever side of the river might be settled and improved first, the other side must soon follow, and although it might follow at a distance slowly, yet if the first settled become a large city, the other must grow largely also. Just this happened. Newport was laid out early; Covington not till 1812. But, these towns have now together a population of near 40,000; and the overflow of Cincinnati, which makes a great part of this growth, will be hereafter much greater.

2. It followed also, that there must be the most convenient communication between these opposite towns, which art and science

admitted of; and accordingly, step by step, the passage of the river has been improved, till now, we have the really grand Suspension Bridge. This planting towns on the opposite sides of the Ohio, at the point where both sides admitted of equal improvement, has thus, by a natural necessity, brought about one of the finest examples of the greatest art. By an almost equal necessity, that of mutual economy, we find that water pipes are about to cross the Ohio, and in fine, we shall soon see that the Ohio ceases to be a dividing line. The projectors of the Suspension Bridge put it near Vine Street, with a view to accommodate the whole population on each side; but, this is a vanity. It will not be ten years before a bridge below and a bridge above will be built. In this time, Cincinnati will have four hundred thousand people; Newport and Covington an hundred thousand more, and the flow of business and people will require numerous avenues of communication.

3. The close pressure of the hills down on the rim of the amphitheatre left Cincinnati, as we have said, with only three outlets, by the Ohio and Mill Creek; and it left Covington and Newport with the same, by the Ohio and by the Licking. Common roads could be made anywhere; but for the purposes of commerce, it was only the natural routes which could be used advantageously, no matter by what kind of conveyance. Accordingly this was the fact. The road to Hamilton and Dayton, through the Mill Creek Valley was the great traveled road north. Then came the canal, and that had to be put in the valley. Then came the railroads, all taking the Ohio, or Mill Creek. We have the Little Miami and the Wilmington roads coming in on the Upper Ohio; the Marietta, Atlantic, Sandusky, and Dayton roads coming through Mill Creek; and the Ohio and Mississippi, and the Indianapolis, Cincinnati and Lafayette, by the Lower Ohio. Here are eight great railroads, and an equal number of branches, all driven into exactly the same routes and over the same ground with the old common roads of the pioneers. This is the force of nature; but, one inquires, is there no such thing as a tunnel known to the art of engineering? Certainly, but engineers avoid tunnels as long as they can. But, to a tunnel they must come. We cannot tell how long it will be, but to a tunnel they will come. Already, the railroad business is so jammed up on the west side of the town, that an expenditure of three million dollars would be well repaid by the advantages it would give; but, a tunnel cannot be made there. It must be made under the hill on the north side. Our readers know that such a tunnel was begun exactly where nature pointed out it should be, and nearly one-third the work done, and there it remains, a monument to the want of sagacity and of enterprise on the part of the railroad men of Cincinnati. Whatever may have been thought of that work, the

time is near when it must either be done, or the railroads must do worse. There is to be a great railroad through Virginia to Cincinnati. The Wilmington road must eventually find an outlet. The Marietta road will be crowded out of Mill Creek, and there will be other routes to the East. How can they all be accommodated? There must be a tunnel, nature forces it on.

Thus, we see what the physical elements at Cincinnati compelled. They compelled, when growth had once begun, that it should go on both sides the river. This compelled the Suspension Bridge and will compel others. They will compel the art of engineering to seek other routes than the narrow ways of the Ohio and Mill Creek. But, nature gave but a limited surface to the bottom plains on which the city is built, and it is again compelled to ascend the hills and spread over their tops. This is the point at which we have arrived. The great metropolis of the West is to stand on the hills back of Cincinnati, and look down on the valley. Here is just the point, where as we have stated in other articles, there comes the necessity for avenues, and parks, and reservoirs, and lines of street cars; for without these there can be no sufficient connection between the several parts, nor good health or recreation.

Since we are just beginning this new era, in which the Cincinnati of the future will not be like the Cincinnati of the past, we present the following table of growth, premising that in Cincinnati for the past twenty years, we include Mill Creek, Columbia, Storrs, Spencer, Delhi, and Green Townships; for, they are only suburbs of Cincinnati:

In 1800.....	750
" 1810.....	2,540
" 1820.....	9,602
" 1830.....	24,831
" 1840.....	46,338
" 1850.....	138,000
" 1860.....	210,000
" 1867.....	260,000

The census of 1870 will probably include within the city limits over 300,000 people. The cities and villages on the Kentucky side will no doubt have 100,000 more. Thus we see there will be a city here, before people can scarcely think, equal to Vienna, and equal to what New York was fifteen years ago. For such a people, lining ten miles of the Ohio River, and spreading back over ten miles on the hills, full provision must be made for its wants, its comforts, and recreations. It must not only live and breathe, but it must amuse itself. It must enjoy itself. It must laugh, and jump and play.

We have spoken only of a part of the improvements which the city requires. We shall hereafter speak of others, and endeavor to develop the idea of what the metropolis of the West ought to be.

Mineral Resources.

We have on previous occasions stated that all *wealth* comes directly from the earth, and is the product of labor, in some form or other. Man, in this life, consumes a certain amount of food and raiment, which has to be *produced*; and it is the surplus of these articles, or something that is made use of to represent their value, that constitutes the so-called wealth of the world. To the increase of these products, both agricultural and mineral, the efforts of science and the concentrated experience of all ages have been devoted; but more especially has the genius of man been displayed in the construction and adaptation of labor-saving machinery, and the application of the sciences to these objects, during the past thirty or forty years. There are many things yet to be done, however, in the collection and dissemination of this useful knowledge that it would be impossible for individual enterprise to accomplish—the gigantic nature of the work, the necessary expenditure of means, and the very general character of the benefits to be derived, all indicate that it is a fitting subject of Government nurture. The wisdom of our Government has been manifest in the establishment of the Agricultural Bureau at Washington; and although it may be open in many things to criticism, and liable to abuse from political chicanery, yet who can compute the benefits resulting from its labors? Perhaps not of equal importance to the Agricultural Bureau, but only secondary to it, will be the results of a thorough system of acquiring practical information and knowledge relative to the extent, nature, and most profitable methods of developing our extensive and wonderfully diversified Mineral Kingdom, the like of which the world up to the present day has never dreamed of.

The appointment of J. Ross Browne, than whom, for the labors to be performed, no better selection could have been made, as Commissioner to collect statistics concerning the mines and mining methods of the States and Territories of the Pacific slope, as the *San Francisco Bulletin* says, was a "wise thing." Of the result of his labors that authority remarks:

The importance of obtaining full and accurate information of the kind indicated, for the guidance of Government no less than for the enlightenment of the general public at home and abroad, had often been urged; but the politicians were slow to appreciate it, and would perhaps not yet have authorized it, but for the practical arguments directed in its favor from this coast, backed by the enlightened advocacy of Secretary McCulloch. Within six months after his appointment to this responsible task in 1866, J. Ross Browne prepared a preliminary report, mostly relating to California, which made an interesting printed volume of 300 pages, and attracted more attention than any previous single publication relating to the Pacific mineral regions. The modest appropriation was continued, and he has this year obtained the material for a more

comprehensive and original report, which will make about 500 printed pages, document size, and furnish a vast fund of information that will be even more useful in the places to which it relates than to students, legislators, emigrants and capitalists at the East. Mr. Browne has called to his assistance an able corps of scientific and practical observers, whose researches have extended to the whole field of Pacific mineral explorations and discovery. Most of them have been specially employed for months in the journeys and investigations necessary to the obtainment of the mass of fresh matter to be digested and edited, while the Commissioner himself has traveled over a considerable portion of the field in review, and brings to bear the experience of previous journeys and examinations. Altogether, the force he has organized embraces twenty or thirty experts in the specialties or departments severally assigned them, and it is not too much to say that the result is a work of great comprehensiveness, originality and value, which will take rank at once as a standard official authority, and cannot but have a very favorable effect in directing emigration and capital to the Pacific coast, and in preventing crude legislation and rash investments. No person abroad can read the report without being profoundly impressed with the view it presents of the immense resources of our comparatively unoccupied territories. Its sober statistics are infinitely more impressive than the most eloquent generalities of statement, and are accompanied by too candid a rehearsal of the practical difficulties and needs of the mining regions to encourage reckless speculations.

CONTENTS OF THE REPORT.—The report is divided into sections and chapters, giving separately detailed descriptions of the resources of the Pacific States and Territories, and including accounts of bordering territories belonging to other nations, but largely inhabited and developed by our own citizens. In this latter respect the report follows the plan pursued by Professor Whitney with reference to the geology of California, and its outlying connections, which is essential to a full understanding of the central matter. The Pacific States and Territories are taken up according to their geographical position.

These remarks of the *Bulletin* were evidently prepared by some one who has had free access to the papers of Mr. Browne, are full of interest, and we should be glad to give them in full, as foreshadowing the character of the report, but our limited space will only admit of a few extracts. We trust, however, that Congress will give the work a liberal circulation, which cannot fail to correct many errors and produce an enlightened public opinion relative to the value of our mineral deposits, as well as increase the productive yield of those fields now being worked, by furnishing that class of information that can only be obtained under Government direction and aid. Greater efficiency, however, would no doubt be obtained if under the direction of the Smithsonian Institute; or perhaps, more properly, of the Department of the Interior; or by the establishment of a "Bureau of Mines," with a Collegiate Institute attached, furnishing thorough instruction by competent teachers in the various departments of the sciences of geology and metallurgy.

As the work of Mr. Browne will undoubtedly embody all the methods of working ores now practiced among our miners, by a liberal distribution of it in the hands of both practical and scientific men, it will not only diffuse the acquired knowledge of the present moment, but will also be suggestive of other and greater improvements in the treatment of ores in the private laboratories of the practical thinking minds of the world, and will thus be the means of creating new knowledge and new power.

It will also be of great advantage to the constructors of our Pacific Railroads, in enabling them to show to the world the characters of the lands through which their roads pass, and to tempt the enterprise and cupidity of the most energetic portion of both hemispheres by their wealth, and exhibit a substantial basis, not only for the redemption of the railroad, but also of the national bonds.

The *Bulletin* remarks of that portion of the report referring to

MONTANA, IDAHO AND UTAH.—The general resources of these great Territories, aside from minerals, are also justly considered, and it is evident they are sufficient to form self-sustaining and wealthy States. The past and present condition of the mining interests is fully stated. A valuable article on prospecting in the Territories is furnished, which describes the external indications and aspects of placer and lode mines, methods of occupying, holding and opening the same, etc. The quartz mills, systems of working quartz, yield of the lodes, etc., are also described and discussed.

WASHINGTON TERRITORY AND OREGON.—The mineral and agricultural products of these geographical divisions are written up in great part from notes made by Mr. Browne during a recent personal visit. Mr. Cushman, Receiver of Public Moneys at Olympia, contributes an interesting paper on the shipbuilding, fisheries, and lumber resources of Puget Sound. There is no question that Puget Sound is destined to become a great ship-building center, and that industry on this coast would already be assuming large proportions with a reasonable tariff. The statistics of the lumber trade, and reports on the coal and miscellaneous resources of Washington Territory, furnished by Elwood Evans, late Territorial Secretary, show that Washington must ultimately possess an importance on this coast at least equal to that of Maine on the Atlantic side, while the climate is milder. The Maine men themselves are looking to it as a field for their peculiar enterprise, and have lately concluded to initiate on the shores of Puget Sound several lumbering and fishing settlements. The data as to the products of Oregon are very full, and show that while this quiet, unpretending State has been assigned to an exclusively agricultural position, she possesses mineral beds of varied character and immense value. Aside from gold and silver, which are quite abundant, especially on the John Day and Powder rivers, as shown by Mr. Dennison, her iron deposits appear to be of great importance. Mr. Browne's notes describing these deposits and the new iron works which have commenced shipping metal to San Francisco, justify the conclusion that Oregon may yet develop a great manufacturing interest. The

mines create a remarkable demand for machinery, and if the enormous quantities of iron consumed by the foundries on this coast can be produced here, this one resource must ultimately equal, if it does not surpass, the value of the gold product.

NEVADA.—A more elaborate account of the physical characteristics, mineralogy, mining, agriculture and miscellaneous resources of Nevada is given than we have seen in any single publication. Myron Angel, of Austin, contributes a separate paper on the eastern portion of the State, embracing detailed descriptions of the numerous districts and principal mines. The southern and northern districts are described in like manner by Dr. De Groot, who is well known as one of the pioneer and most thorough prospectors and observers in Nevada since 1859. His report embraces the remarkable new districts stretching to the Colorado country. R. H. Stretch, late State Mineralogist, treats of Virginia and vicinity, including the great Comstock lode, its mines, mills, methods and yields. This portion of the report, aside from its descriptive merit, is valuable for the variety and accuracy of its practical deductions, going to the cost of extracting, crushing and treating ores, and giving the processes through their details, with statistics of gross and net yields.

CALIFORNIA.—John S. Hittell, who made a special exploration of the principal mining districts extending through several months of this year, furnishes a general view of the present condition and prospects of California gold mining, as well as of the society and agriculture of the mining regions. He gives fresh descriptions of all the prominent mines, ditches and sluices, and a variety of statistics illustrating the progress, cost, profits and losses of mining. It is evident from Mr. Hittell's report that the mining society and industry of California are passing through a transition period, from unstable, vacillating and desultory conditions, to a fixed, regular and systematic basis, that promises to improve the morale of the business, as well as to increase its certainty and profits. Quartz is steadily advancing to the front rank, and is becoming the nucleus of a permanent and safe industry, widening the field for labor and increasing population. Several other papers on California, besides Mr. Hittell's, are contributed by various parties, including the Commissioner himself, and touching a wide range of cognate topics. H. C. Bennett furnishes a valuable review of the general mineralogy of the State, including a full account of the copper mining interests, of the iron, cinnabar, salt and borax deposits, kaolin, zinc, tin, lime, marble, gypsum, manganese and many other useful substances, which are found in abundance for the most extended home use, as well as for exportation.

ARIZONA.—A full account of Arizona is given, in great part from notes made in person by the Commissioner during two visits. Messrs. King and Gardner, late of the California geological survey, and now of the Pacific geological expedition, furnish a report on the geology of the Territory. Late mining data from every district are furnished by Gov. McCormick. Some suggestive observations on the navigation of the Colorado are also given.

ADJACENT MINING TERRITORY.—Considerable attention is given to mining fields adjacent to our own territory on the Pacific, in which American capital is invested. An account of an exploration of Lower California is compiled from the personal observations of the

Commissioner, Captain Scammon, Professor Gabb and Dr. Loehr, embracing a topographical, geological and general description of the peninsula from Cape St. Lucas to San Diego, with accounts of all the principal mines. Observations on the other Northern States of Mexico are furnished from the latest geological and mineralogical researches of Remond and others. Mexico generally, so far as its mineral system is concerned especially, is noticed sufficiently to show the character of its resources and its connection with our own system. The South American mining interest is briefly described and reviewed. The expense and methods of working the South American mines, the products and profits, are detailed for purposes of comparison. Australia is also treated at some length from the same stand-point, as well as British Columbia. Authentic data from Cariboo and Vancouver's Island are given from notes made by the Commissioner during a second visit the present season. Brief notes are given upon the harbor settlements and products of Alaska, including the report of Captain Scammon.

GENERAL REMARKS.—The Commissioner's introduction will give certain leading deductions and suggestions growing out of his remarks. The report embodies the gist of the latest researches and most approved methods of mining. Much of this information is not at present available to the general community of miners, and cannot but prove of great value to them. The report shows that mining is now becoming more systematic. It illustrates the comparative decrease of placer mining and increased development of the quartz interest. It shows that while more poor ore than rich is extracted, the latter will be the largest and safest reliance for profitable results, when strict economy and the best saving methods are practiced. The increased cost of working with increase of depth is shown, and the idea maintained that there is no evidence of decreased productiveness from any other cause.

PRACTICAL SUGGESTIONS.—Particular attention is called to the necessity of a more economical working of mines. More saving processes is the desideratum, not more mines. A thorough knowledge of metallurgy and mining engineering is necessary. To this end the Commissioner thinks we should have a national school of mines in the heart of the mining region, conducted on strictly scientific and practical principles, under the control of none but scientific and practical men. The argument he makes on this subject will command attention. He states that the subject of the concentration and parting of ores is now attracting more attention than anything else in our mineral developments. The immense loss of gold is shown by an estimate based on statistics collected with much care. If we suppose the yield of gold in 1867 to be \$70,000,000, the loss would be rated at least 25 or 30 per cent. Better methods of separation and concentration would have made the yield fully \$100,000,000. In Montana nearly all the mining is in free gold. Absurd inventions and new-fangled methods, imported from the East, where there is no experience in mining, makes the loss 30 per cent, although it should be much less than in other districts where the gold is more or less associated with other metals. In Idaho, California machinery is generally used, which is the best made. The lodes are worked to better advantage, and the mills do well and keep close to the assays. None of them, however, are yet working sulphurets, except one at Pioneer

with results unknown, but probably successful. The loss in that Territory is probably 20 to 25 per cent. In Nevada the lodes are mostly silver bearing. At Austin the mills profess to save 80 per cent. In some instances they work up to 90. The loss is probably not more than 15 to 18 per cent. The ores are roasted almost universally. On the Comstock lode the loss is much greater. The Comstock mills do not, probably, save more than 65 to 70 per cent., notwithstanding all the ingenious devices for saving in the tailings. In California there is a large number of excellent mills; and while in many cases the cost of mining and crushing has been reduced to a minimum, the saving is also frequently quite close. Sulphurets are best treated by chlorination, although there are various new processes for which much is claimed. The chlorination process is said to save 90 per cent. It is interesting to notice, in connection with the above, the following statement of the per centage of mining loss in other parts of the world, which is compiled from official documents: St. John del Rey, Brazil, 30; other mines in Brazil, 30 to 35; Piedmont, 35; Hungary and Tyrol, 50; Zell, 35 to 40; Chili, 66; Australia, 40. These figures further illustrate the importance of seeking and adopting the best means to reduce the per centage of loss. Mining and crushing are already comparatively cheap, and will be cheaper only when the prices of labor and material fall. Getting the precious metals out of the ore is the great point. Mr. Kustel has devoted special attention to this subject, and is now preparing a valuable work in reference to the concentration of ores. He furnishes a paper on the subject to the forthcoming report.

PROFITABLE RAILROADING.—The Chicago, Burlington & Quincy Railroad paid last year twenty per cent. upon its capital stock.

The Rock Island Railroad, running in competition, the greater part of the way with the Illinois river, has paid for the last three years annually about ten per cent.

The Illinois Central pays seven per cent. of its gross earnings into the State Treasury. After deducting this seven per cent, it leaves ten per cent. to the stockholders. This is outside and distinct from its land operations. The last annual report of this road shows the permanent expenditure on the road (cost) to have been thirty millions. Its capital stock is about twenty-three millions. Its net earnings last year were \$2,602,523.13.

The Chicago, Alton & St. Louis road cost \$10,118,521.32. Aside from this it made permanent improvements, last year, amounting to 59.8 per cent. of its gross earnings. It has paid ten per cent. for the last three years, and in addition has declared an extra dividend of twenty-five per cent.

The Toledo, Washington & Western Railway, stretching from Toledo, on Lake Erie, to Quincy, Ill, is counted as one of the poorest paying roads in the West. Its capital and indebtedness amounts to twenty millions of dollars. Last year its net earnings were \$906,199.72. Aside from this it put down sixty-one miles of new track, last year, at a cost of \$241,057.79. It built a new telegraph line at a cost of \$10,000. It put on the road \$211,114.92 worth of locomotives, and \$43,000 worth of new passenger cars. All this, and very much more, was reckoned into the expenses, and was deducted from the gross earnings, leaving the net earning as stated above.

[Western R. R. Gazette.]

Louisville & Nashville R. R.

The Annual Meeting of the stockholders of this company was held at Louisville, on Monday, October 7, 1867. JAMES WHITWORTH, of Nashville, Tenn., was called to the chair, and H. V. LOVING, of Louisville, made Secretary.

The report of Hon. JAMES GUTHRIE, the President, shows that the earnings were from Passenger and Freight Earnings, Main Stem and Branches.....\$2,029,742 07
Express Service..... 83,542 64
Mail Service..... 40,025 00
Miscellaneous Earnings..... 5,564 86

\$2,158,874 57

Total Operating Expenses,..... 1,348,405 90

Net Earnings (37 54-100 per ct.) \$810,468 67

The gross earnings of the road for the year ending June 30, 1866, were \$3,143,189.47, and those of the year ending June 30, 1867, \$2,158,874.57. The expenses of operating in 1866 were 49 35-100 per cent., and the expenses of operating for the year ending June 30, 1867, were 62 46-100 per cent.

The past year the freight and travel to and from the South has been very much diminished, probably more than it will be in coming years, because of the scarcity in that country. The Company forwarded over their road free of cost provisions for the destitute, the freight amounting to \$11,679.10.

The report of last year showed that the bonded debt was \$3,105,000, whereas, by the exhibit of this year it appears to be \$2,965,000, showing a reduction of \$140,000 for the year ending June 30, 1867. The interest, amounting to \$182,912.71, has been paid, and \$105,566.49 added to construction.

The cost of operating the road is much greater than was hoped, and particularly on the Branches. This resulted from the diminished business and reduced tariff, the rebuilding of the Cumberland River Bridge to the extent of \$40,000, back taxes to the Commonwealth of Kentucky of \$53,564.28, the robbery of the pay-train at Bristow of \$8,264.70, and some other extraordinary casualties, exceeding in all \$120,000. The cost of a train of ten or twelve cars is nearly as much as a train of fifteen or twenty. Small trains, after paying expenses, yield little or no profit, while larger trains pay well. The Report of the Superintendent exhibits the benefit of the several Branches to the profits of the Main Stem, and proves the benefit of the Branches to the business of the Company.

The Directors deserve great credit for their enterprise in pushing forward their work of extension, which cannot fail, when completed, of being not only a source of great revenue to the road, but of incalculable benefit to the city of Louisville. Of the advantages and route of the Lebanon Branch, the report says:

"At their last annual meeting the Stockholders authorized the extension of the Lebanon Branch from Crab Orchard to the Tennessee State Line, and the City of Louisville subscribed one million of dollars to be applied to that work. The road is now under contract as far as London, forty-seven miles from Crab Orchard, and eight miles are already graded, ready for track-laying, which will be commenced next month. The question can

hardly now be raised whether the advantages already gained should be sacrificed and a rival interest permitted to overtake us; but a good deal of misapprehension seems to exist as regards the value of the extension to the Louisville & Nashville Railroad Company and to the City of Louisville.

It was contended by some that there was not sufficient business to justify the construction of this road. This argument is generally based on the supposition that the terminus of the road was to be in East Tennessee, and that no outlet would be gained there to the South and East. Were this really the case, it would indeed be better to sacrifice the large expenditures already made, and stop the construction of the road at once. But this supposition is entirely erroneous. As soon as the extension is completed, we shall have secured, by means of our connection with Norfolk, a route to the Atlantic coast, two hundred miles shorter than the distance to New York. Besides this, we shall form a connection, by way of Morristown and the French Broad River Railroad, with the whole railroad system of the Carolinas. The French Broad River Railroad is now completed for fifteen miles south of Morristown; the remaining part of the road, as far as Morgantown, is all under contract and partly graded. At Morgantown we meet the completed roads leading to Wilmington and Charleston. The liberal aid lately extended by the State of North Carolina to her railroads secures the completion of this important road in advance of the Blue Ridge Railroad, to which we have heretofore looked more particularly for a southern connection.

The advantage of these connections will be appreciated by all who are familiar with the immense amount of business now transacted over circuitous routes between the North-west and South-east, (the sections of country which will be reached by the extension as soon as completed) by way of New York and Baltimore to Norfolk, Wilmington, Charleston, and Savannah. There can be no doubt that, with the connections to Norfolk and Morgantown completed, the road to East Tennessee will command a large amount of freight and travel now necessarily passing around us for want of more direct communication.

The Company has already expended a capital of \$4,000,000 for one hundred and fifteen miles of road in the direction of East Tennessee, and in making a great through route of the Lebanon Branch, now a mere local line without sufficient business, this investment will be made to yield a larger revenue without additional expense, while the City of Louisville would become the distributing point for the business between the Northwest and South-east, a business in which she has now no share.

"It also appears that upon application of the citizens of Madison, Garrard, and Lincoln counties, who have agreed to furnish \$750,000 cash, the Company agree to construct a branch from Sanford through Lincoln and Garrard counties to Richmond, in Madison County, a distance of about thirty-three miles as located, and give them \$750,000 in the stock of this Company six months after the completion of the road. They are also to furnish the right of way, depot grounds, etc. The road, by estimate, can be built for the \$750,000, and will add very much to the business of the road from Louisville to Sanford.

Application was made by the Elizabethtown & Paducah Railroad, branching at Elizabethtown, in Hardin County, and extending

through the southern tier of counties, to subscribe to their stock. The application was submitted to the Board, under whose direction the President subscribed \$100,000. Individuals having taken \$100,000, the \$100,000 by this Company gave the necessary amount required by their charter to enable them to organize, which has been done, and the route is now under survey and location."

Another work of great importance to this road is the bridge over the Ohio River to connect our road with the Jeffersonville road which has been contracted for and the masonry commenced, with prospect of completion within the contracted time—the 1st of September, 1869. It is expected the masonry will be so far finished as to allow more than half the iron superstructure to be put up the coming year.

The stock subscription is about \$1,000,000—\$300,000 subscribed by each of the railroads, and the balance by individuals. The estimated cost of the bridge is about \$1,500,000. It is contemplated to raise the balance by an additional subscription, or by a mortgage on the bridge. The bridge will greatly increase the business of both roads, and yield to Louisville the advantage of the market of the southern portion of Indiana. The superstructure will be nearly one mile long, and it will be one of the finest bridges in America, and its cost will compare most favorably with similar superstructures.

The Company is deeply interested in the progress of the construction of the Louisville & Cincinnati Railroad. This road is under contract for its entire length, and is expected to be finished in eighteen months. Its completion will secure to us a large amount of trade which now passes to the South over more northern routes, or by the river.

The connection of this road with the Memphis, Clarksville & Louisville and the Memphis & Ohio railroads has not been as advantageous as was anticipated.

The companies forming the two southern connecting links—one of which, the Memphis, Clarksville & Louisville Railroad, is in the hands of the State—did not possess sufficient means either to put their roads in thorough repair, or to operate the same in the most effective way, and in order to keep up the communication with Memphis, the Louisville & Nashville Railroad was compelled to advance money, and to furnish the greater portion of the rolling stock required for the operation of the line.

It will be remembered that, shortly after the close of the war, the Louisville & Nashville Company made a proposition to the Memphis, Clarksville & Louisville Railroad Company to operate their road, to advance the money required to put it in good order, to furnish the necessary rolling stock, to pay the interest on the State bonds, and apply the net earnings of the road toward refunding the debt that might thus be created. The proposition farther provided for the return of the road to the Stockholders should they at any time return the money advanced by the Louisville & Nashville Railroad.

It had been estimated that the value of the through connection with Memphis would justify this Company in making so liberal an offer.

The managers of the Memphis, Clarksville & Louisville Railroad guided somewhat by popular prejudices and the desire to operate their road as an independent line, rejected this proposition, and accepted instead the bonds of the State, permitting the road to pass into the hands of a receiver. The result has been as follows:

The indebtedness and stock liabilities of the road at the close of the war, including the interest due State, accrued during the war, was, in round figures \$2,900,000
It is now..... 4,000,000

Additional debt created since the war \$1,100,000

Before the proposition of the Louisville & Nashville Railroad was tendered, a careful estimate had been made by competent engineers of the cost of putting the road in running order, and of supplying the necessary rolling stock, and the sum of \$400,000 was deemed ample by them for that purpose. Had the proposition of the Louisville & Nashville Railroad been accepted, the indebtedness of that road would not have been increased above that amount, with, perhaps, the addition of the interest on State bonds since accrued, as the road does not pay more than operating expenses.

The additional debt created since the war is as follows:

Due to operatives and parties who have furnished supplies.....	\$123,211 27
Due the U. S. Government for rolling stock and material.....	368,691 12
New loan from the State of Tennessee.....	500,000 00
Interest due the State since January 1, 1866.....	176,734 00

Total.....	\$1,158,636 39
Add to this former indebtedness and stock liabilities.....	2,904,017 13

Total liabilities \$4,062,653 52

It will require not less than \$500,000 to finish the road, making the total cost of the road—eighty-two and a half miles long—\$4,562,653.52. The original cost of the road was \$2,300,000.

The Memphis & Ohio Railroad, desirous to profit by the sad experience of the Memphis, Clarksville & Louisville Railroad under the management of the State, and under a separate organization, when it became apparent that they could not meet the July interest, made a proposition to the Louisville & Nashville Railroad, in which proposition the Directors of the Memphis, Clarksville & Louisville Railroad joined, for a consolidation of the two roads with the Louisville & Nashville Railroad, as originally designed by the projectors of the three enterprises. That this consolidation, for which the charters of the three companies make ample provision, must be beneficial to all parties interested, but particularly so at this time to the Memphis, Clarksville & Louisville and Memphis & Ohio Railroads, it is not necessary here to argue.

The proposition was referred to a committee of the Directors of the Louisville & Nashville Railroad, who, although in favor of consolidation, could not, after ascertaining the liabilities of the two roads, recommend the assumption of their entire debt, which now greatly exceeds their value. The committee agreed, however, to a consolidation, provided that the liabilities could be reduced so as to represent the actual value of the roads. Should this prove impracticable, a lease for a period of years could then be resorted to.

During the coming year one or the other plan will have to be carried out, otherwise these roads will have to be operated as mere local lines, as the Louisville & Nashville Railroad Company could not afford, in case the Memphis & Ohio Railroad should also pass into the hands of a receiver, to continue to advance money and furnish rolling stock without any prospects of ever being repaid;

the State of Tennessee having failed to provide for the payment of debts created by the operation of a road under a receiver.

There has been three new passenger cars, five baggage cars, and twenty-five box cars have been added to the rolling stock. One of the locomotives, No. 24, which was lost during the war, has been returned and credited to reconstruction, and charged to construction account.

A new bridge has been built over Bacon Creek, and Sulphur Fork Bridge has been completed. Six hundred feet of trestling have been replaced by permanent iron bridging, besides four hundred feet of trestling at Green River. The cost of the latter work has been charged to reconstruction account.

A new bridge has been built over Hardin's Creek, on the Lebanon Branch, in place of the trestle. The total length of trestle-work on the road on the 1st of July, 1866, on the Main Stem, Lebanon Branch, and Memphis Branch, was 2,529 feet. During this year substantial iron bridges have been erected, reducing the length of these temporary structures to 1,471 feet.

In conclusion the report remarks looking to the future, the fact should be born in mind that the system of railroads centering in Louisville can not be considered complete before our connections with Memphis are perfected, and the roads put in such condition as to meet the demands of the steadily increasing business, and before our connections with Montgomery, Pensacola, and Mobile are made more direct by the construction of the Decatur & Montgomery Railroad, nor before our Lebanon Branch has been extended to meet the East Tennessee railroads, bringing us in direct connection with Norfolk, Wilmington, Charleston and Savannah. The Louisville & Nashville Railroad Company is now in a position to accomplish all this at no distant day. The net earnings of the road may confidently be expected to reach hereafter one million of dollars per annum; and should the Company continue to pursue the liberal and enlightened policy of applying the surplus means to the improvement and perfection of her railroad system, instead of scattering them by a division, a considerable sum will be left from the yearly earnings, by means of which much could be effected toward the end in view.

BALANCE SHEET.—TOTAL COST OF ROAD.

Main Stem.....	\$10,168,330 43
Lebanon Branch Extension..	1,865,044 11
	\$11,973,374 54

RESOURCES

Main Stem.....	\$2,069,919 66
Lebanon Branch Extension..	3,615 05
	2,093,524 71
	\$14,066,899 25

LIABILITIES.

Stock and Stock Liabilities,	
Main Stem.....	\$5,492,638 56
Due Bills and Pay Rolls for	
June and for sundries, Main	
Stem.....	\$156,206 87
Due back and July, 1867, Divi-	
dends, Main Stem.....	227,364 88
Due sundry Contractors and	
sundry persons, Lebanon	
Branch Extension.....	25,803 77
	469,975 52

BONDED DEBT.

Main Stem.....	\$2,965,000 00
Lebanon Branch Extension..	1,200,000 00
	4,165,000 00
Profit and Loss Account, Main	
Stem.....	3,939,285 17
	\$14,066,899 25

The following gentlemen were elected Directors for the ensuing year: James Guthrie, H. D. Newcomb, Russell Houston, James B. Wilder, W. H. Smith, James Whitworth, and J. H. Linderberger.

Steam Fire Engines in France.

The people of Lyons were much astonished last week at seeing a steam fire engine running in their streets. The engine in question is, we believe, the first English one supplied to a French town. It has been made by Messrs. Merryweather & Sons, of London, to the order of the Prefet of the Rhone, for the town of Lyons, and is similar to one of the engines, "Le Prince Imperial," which has gained for this firm the gold medal at the Paris Exhibition. The engine has during the past week been thoroughly tested in every way, its performance, simplicity and ease of management eliciting much satisfaction and applause. The official trial was made in the Place des Terreaux, in front of the Hotel de Ville. Steam was raised from cold water, and the engine started in 11 minutes, and pumping through 160 feet of hose, water was projected continuously in a solid stream bare 1 inch in diameter to the top of the dome, a height of 160 feet; larger streams, and, two, and even four at a time, were delivered, far above the mural crown on the top of the facade of the building, 112 feet high. The engine was then taken under steam to the Quai de la Charite on the Rhone, and a hose 600 feet long attached, leading to the Place Belle-cour, to see if its power should be in any way diminished; it was, however, found to play as well as with a short hose, although there was a suction lift of 15 feet, and two streams were being delivered; the pressure in the pump being 8, and that in the boiler 7 atmospheres. By this experiment the authorities plainly saw that the whole of Lyons lying between the rivers Rhone and Saone was under command in case of fire. Several other trials, some during the night, were made, chiefly to instruct the fire brigade, with whom the new engine is quite a favorite.—*Mechanics' Magazine.*

Steam Fire Engines are now used in almost every large city in the world. It is an elegant tribute to the ingenuity of a Cincinnati mechanic, ALEXANDER B. LATTA, that his invention, or rather adaptation of steam for this purpose, should so soon supercede the old fashioned, fatiguing and cumbersome hand engines. It should inscribe his name alongside of Fulton, Stephenson and Morse, and pass his memory down to the future ages as a benefactor. Who can count the millions saved by the Steam Fire Engine, and who shall calculate the effect on the morals of the youth of our metropolitan cities by the change from the old volunteer system to that of the paid Fire Department? Let all be footed up and passed to the credit of the memory of ALEXANDER B. LATTA.

Yet, while this credit is due to the departed LATTA, for the invention, Cincinnati and the world also owes a debt of gratitude that can not be readily computed to MILES GREENWOOD, who, in the face of every obstacle, by his indomitable will and energy, as well as prudence and liberality, rendered the system of *Pay Fire Departments* a success, without which the invention of LATTA might have been discarded as worthless, and long since have been forgotten as an ingenious, but visionary, impracticable machine.

Pittsburg.

There is a style of face that derives animation of expression from a dark color under the eye, blended into the health-hue of the ruddy cheek; this special beautifier is the contribution of the smoke stack, passed in at the car window, and deposited in the form of unconsumed carbon, escaped from the fire box provided for the combustion of bituminous coal in locomotive engines. To be sure, such decoration is not coveted by beauty or by youth; nevertheless, there is in the luster which is imparted to the "windows of the mind" a compensation for the discomfort incident to the contact and attachment of the sable atoms.

And whenever we see Pittsburg we think it is most interesting in its smoke, because every stack and chimney top that contributes a pillar of smoke to prop the sable canopy which obscures the sun, and spreads the sombreness of twilight over the noon, is significant of industry identified with iron and coal—with the secrets and gifts of earth, turned to practical account, by science, machinery and art, combined and demonstrated in labor of the body and effort of the mind.

Then, too, Pittsburg is unlike all other places, so that on entering Pittsburg no traveler can say, in a lucid interval, "I thought this was"—so and so—naming some other place, for no other place looks like Pittsburg—there is, in sooth, only one Pittsburg, and she is at the head of the Ohio, where the river and the Pennsylvania Railroad come together. Pittsburg is not, allegorically, a beathen goddess in fig leaf, but a thing of beauty in a garment of smoke, through which is visible symmetry, elasticity, grace, intelligence. There is a charm in its indistinctness, looked at through its murky atmosphere, and in the light of its foundries and rolling mills in a rain of raven flakes.

Pittsburg is a great place in the overshadowing significance of its substantial industries, and Pittsburg is destined to become a big place because of its natural advantages, considered with reference to its capacity for supply, and the capacity of the Mississippi valley for consumption.

We always liked Pittsburg; and none the less because Pittsburg is not always in good temper, neither with the Legislature nor with the corporations that own her railroads; for it is the countenance that wears an *unvarying* expression that is to be distrusted, since if it exhibits no feeling it can cherish no affection. If Pittsburg did not scold occasionally, she would be undemonstrative and uninteresting, bereft of coquettish moods. Take, for instance, her long-tried and steadfast representative, Thomas Jefferson Bigham, and what better type of Pittsburg can one have, in calm and tempest, in cloud and sunshine? Pittsburg is intellectually eccentric, and could not be otherwise than she is, if she would. May Pittsburg never change, but always grow.—*Mining Register.*

There is a good deal of truth in the above remarks—we cannot for the life of us see how the Pittsburgians can spare time to cultivate the gentler graces. When we think of their situation we are always reminded of the following story; they can, however, take consolation from the accompanying moral:

THE STOKER'S WIFE—WHAT SHE DID ON SUNDAYS.—"Now, ma'am," said the woman,

pointing to the stoker, "you see that there man; that's my husband, and I'm bound to do a part by him, ain't I?"

"Surely," said the lady visitor, anxious to uphold the duties of matrimony.

"Very well, then; would you like to know how I pass my Sundays? A washing of hell! Never a blessed moment has he to wash himself through the week, out early and late, and half the night too, and blacker nor any crow all the while. Well, on Sundays it's fitting and proper he should try and look like a Christian, if he can; so he sets me to it after we has our breakfast, with a bucketful of soap suds and a scrubbing brush, and I rubs at him off and on all day, till my arms ache, and he ain't much better than he wor; and then after we has our tea he says to me:

"Come, Sally, have another try, there's a brave wench," and I goes at him again, and sluices him down, till you'd think a born nigger 'ud come out white; and, if you believe, ma'am, when I polishes him off with a dry towel afore we goes to bed, he's only a light brown after all!"

What was to be said to such stubborn facts? especially when the good woman finished with the unanswerable argument: "So you see, ma'am, them as wants to live religious had better not marry a stoker."

Curious Animal.

Gossiping about animal life, I should not omit alluding to a gigantic saurian, said to have been last year in New Segovia, and of the vertebrae of which people have made footstools. An account of "the monster" fills several columns of the official gazette of Nicaragua, and is from the pen of one Paulino Montenegro, B. A. The author states that having heard of the existence of a gigantic reptile near La Cuchilla, he started, in company with several friends, to have a look at the animal, which was said to have made large burrows in the manner of moles, and been the cause of uprooting trees and making large stones roll down hill. He found every thing as represented, and saw the course the animal, or rather animals, for there appeared to be two of different sizes, had taken. He did not obtain a sight of the animals themselves; but from the tunnels they had made, it was conjectured that they had the shape of the guapote fish of the country, were about twelve yards in length, and from impressions left on the wet ground, had "scales like those of the alligators." Ancient tradition, the reporter adds, knows of several monsters of similar size in the neighborhood. To a man of science the account given is altogether unsatisfactory; but before consigning it to the lumber-room of cock-and-bull stories, the affair ought to be looked into more closely. We must not forget that on the very highway of nations, the Isthmus of Panama, one of the largest, if not the largest terrestrial animal of tropical America (*Elasmotherium Bairdi*, Gill, or *Tapirus Bairdi*, J. E. Gray) was allowed to roam about unknown to men of science, though well known to the natives, until quite recently Prof. Gill, of Washington, drew attention to it. Since then the poor animal has had no peace. Both in the Zoological Gardens in the Regent's Park and the British Museum have issued warrants against him. At the various Panama railway stations a reward is given by British agents to any one who may bring him the new tapir, either dead or alive.

MONETARY AND COMMERCIAL.

The money market is not materially different to that reported a week ago, it is nevertheless not in a state satisfactory to borrowers. Those who want money, and must have it, no matter how good they are, will find difficulty in obtaining it; while those who do not need it, although, perhaps, no more solvent than those who are importunate, can obtain all they desire at reasonable rates. That there is no real scarcity of money, no one can for a moment entertain a doubt; but that it is very difficult of access has been demonstrated to the full satisfaction of a great many. Of the causes that have led to this condition of the market, the *Price Current* remarks:

"Business men, generally, attribute this stagnation to the currency contracting power possessed and practised by the Secretary of the Treasury, and a fear that he may attempt to force specie payment. It is generally thought, that unless this power of manipulating the currency and gold, so as to check speculation, as he calls it, is stopped, and both be left to regulate themselves, by the same natural law that compels water to find its level, general commercial ruin is inevitable; and it is this belief that has stopped the wheels of trade, and induced merchants to part with their goods at rates that are carrying them to bankruptcy."

Specie payments will come naturally enough, if we only adopt a reasonable course to bring them about. The power complained of in the hands of the Secretary we have frequently shown to be dangerous. The powers with which he is clothed were necessary during the national struggle; but that necessity no longer exists; hence they should be abrogated and he should again assume the normal position of a Minister of Finance. The duties and powers of banker, broker and prince of speculators do not legitimately belong to the Secretary of the Treasury of a republican government; certainly not to ours. Congress cannot justify the exercise of authority whereby it gives the power into the hands of any one man to punish speculators or any other class of citizens for no crime except jeopardizing their fortunes to advance the common interests of the whole country.

Many of the leading political papers are urging the most stringent contraction of the currency as the only means that will bring about specie payments and a return to what they call a sound financial basis. Indeed, they urged the ability of the Secretary to resume nearly a year ago, and that it should immediately be done. We at that time showed that this would be impracticable on account of the \$1,200,000,000 of obligations maturing during 1867 and 1868, but we now claim that by prudence and correct legislation and administration of the laws and collection of the revenues, it can be done within the next six months just as well as now.

The great disturbing element in value is the gold problem. The government is and

has been receiving more gold into the Treasury than is necessary to meet its wants, and this adds materially to the demand for as well as the premium on cash gold in the market, besides creating the necessity for the sale of the surplus gold of the Treasury, and thereby again affecting its market value. Let the Secretary make his estimate of his wants of gold for the current year, and the products of the custom revenues, and then Congress should authorize the receiving for customs of the legal tenders to as great a per cent. as is prudent to avoid the necessity of the government going into the market as a buyer of the precious metals to meet its gold interest. This will be a practical contraction of the currency in the right direction, it will put the surplus gold now in the vaults of the Treasury into the hands of the people and the vaults of the banks, it will lessen the liabilities of the government, reduce the premium on gold and enable all to approximate the specie standard. It will furnish a common money standard for the people and the government—it will elevate and dignify the government promise to pay, and give a character and value that it has never possessed, and will take away from the Honorable Secretary, in a manner that would not be derogatory to the dignity of his office, those dangerous elements of power over the currency and business of the country and that most men are human enough to exercise in the rewarding of friends and punishment of enemies.

The supply of exchange has been more abundant, and the market is weaker. The following are the quotations:

	Buying.	Selling.
New York.....	50 dis. @ par	par @ 50c prem.
Philadelphia.....	50 dis. @ par	par @ 50c prem.
Boston.....	50 dis. @ par	par @ 50c prem.
Gold.....	139 1/2	140
Silver.....	130 1/2 @ 133 1/2	131 1/2 @ 134 1/2

The fluctuations of the New York gold market are shown by the following table of daily quotations:

	Opening.	Highest.	Lowest.	Closing.
Nov. 7.....	138 3/4	138 3/4	138 3/4	138 3/4
" 8.....	138 3/4	139 1/2	138 3/4	138 3/4
" 9.....	139 1/2	139 1/2	138 3/4	138 3/4
" 11.....	138 3/4	139	138 3/4	138 3/4
" 12.....	138 3/4	139 1/2	138 3/4	139 1/2
" 13.....	139 1/2	140 1/2	139 1/2	140

Of the New York market the *Tribune* remarks:

"Money on call is 6@7 per cent., with more offering than stock houses require. In commercial paper there is no change. Best names are taken at 7 per cent., good at 8@9, and second rate at 10@12 per cent. There is a demand for currency from the South supplied by receipts from the West in a great measure.

"Government stocks are steady, with quite large sales. The 10-40s sold as high as 102 1/2, but this advance was not maintained. New York 6s rose 3/4 per cent., and Missouri 6s 3/4. Railway mortgages were firm at full prices. Pacific Mail was, by auction, selling at 133 1/2, cash, and closing at 135. The Railway share market was dull, but prices were well sustained, and no disposition shown to sell in any direction. After the call, prices were

stronger, with small offerings. At the Second Board prices were sustained. Pacific Mail sold at 137, and Atlantic at 115½. Erie was firm, and for 10,000 shares 73 was offered. The last prices were as follows: Registered 6s, 1881, 112; Coupon 6s, 1881, 112½@112½; Registered 5-20s, 1862, 104½@104½; Coupon 5-20s, 1862, 108½@108½; Coupon 5-20s, 1864, 105½@105½; Coupon 5-20s, 1865, 106½@106½; Coupon, New 5-20s, 1865, 107½@107½; Registered 5-20s, 1867, 107½@108; Coupon 5-20s, 1867, 107½@107½; Registered 10-40s, 100½@101; Coupon 10-40s, 102@102½; 7-30s, 2d series, 105½@105½; 7-30s, 3d series, 105½@105½; Tennessee 6s, ex-coupon, 65½@65½; Tennessee 6s, new, 62½@63; Missouri 6s, 94½@94½; Canton, 42½@43; Cumberland, 22½@24; Western Union Telegraph, 31½@31½; Quick-silver, 15½@16; Mariposa, 8½@8½; Mariposa Preferred, 14@14½; Pacific Mail, 138; Atlantic Mail, 115@115½; Boston Water Power, 17@17½; New York Central, 112½@112½; Erie, 72½@72½; Erie Preferred, 76½@78; Hudson, 125@125½; Boston H., 14½@15; Reading, 96½@96½; Michigan Central, 109@109½; Michigan Southern, 79½@79½; Illinois Central, 126½@127½; Cleveland and Pittsburg, 82½@82½; Northwestern Common, 47½@48; Northwestern Preferred, 63½@63½; Cleveland and Toledo, 101½@102; Rock Island, 95½@95½; St. Paul Common, 39½@40½; St. Paul Preferred, 61½@62; Fort Wayne, 97@97½.

SEAT AND COUCH FOR SLEEPING CARS.—J. W. Lamb, of Northville, Michigan, the well known inventor of the "Lamb Knitting Machine," exhibits at the Fair of the American Institute something novel as a seat and couch for cars and steamboats. The model exhibited is at first glance like two seats of a railway carriage placed *vis-a-vis*. By the simple act of turning a crank the seats approach each other until they meet, and the backs slide down into their places; at the same time from the roof a berth descends of the same capacity as that beneath formed by the union of the seats.

GIBSON'S CAR HEATER.—An arrangement is also exhibited by means of which common street cars may be warmed gives us a hint that there may be warmth and comfort in street cars during the winter season, as well as in railway cars. This heater is shown by John Gibson, of Albany, N. Y.—*Artisan*.

Receipts of the Western Union Railroad Company, for the week ending November 7:

	1867.	1866.	Inc.	Dec.
Freight.....	\$17,062 67	\$16,020 08	\$423 59	.....
Passengers.....	3,573 83	3,396 01	177 82	.....
Express and Tel.....	571 00	250 00	320 00	.....
Mail.....	375 00	370 91	.....	4 91
Totals.....	\$21,571 50	\$20,036 00	\$21 41	4 91

Receipts from January 1, to Nov. 7:

1866.....	\$704 975 44
1867.....	662,378 78
Decrease.....	\$42,596 66

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

SUSPENSION

COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30, each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2¼ inches in width, and under. For Tickets over 2¼ inches in width.

SIZE NO. OF NO. FORMS.	PRICES.	SIZE NO. OF NO. FORMS.	PRICES.
1 64	\$37	11 64	\$88
2 96	40	12 96	42
3 144	46	13 144	48
4 192	54	14 192	57
5 256	62	15 256	65
6 320	70	16 320	75
7 400	80	17 400	85
8 500	90	18 480	95
9 600	100	19 600	110
10 720	115	20 700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,

Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

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167 Walnut St., Cincinnati, O.

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AND ALL WORK INCIDENT TO RAILROAD OFFICES,

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Late Master Car Builder C.H.&D.&M.

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J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.U.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indian ap.
Aug. 2, tf.]

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CINCINNATI TO NEW YORK

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day, Sunday.

2 Through Lightning Express Trains for New York,
Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave Cincinnati.....	6,00am.....	7,00pm
Dayton.....	8,20 ".....	9,15 "
Arrive West Salem.....	1,40pm.....	4,03am
" Leavittsburg.....	4,40 ".....	7,30 "
" Meadville.....	7,05 ".....	10,15 "
" Susquehanna.....	7,30am.....	10,38pm
" Paterson.....	2,33pm.....	6,17am
" New York.....	3,15 ".....	7,00 "
" Boston.....	6,00am.....	5,00pm

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
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Passengers to the Eastern Cities will find the

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The Engines, Cars, and other Equipments, are entirely
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Provided for all Night Trains, and Smoking Cars for all
Trains.

Ample time is allowed, at all hours,
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No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

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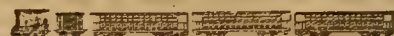
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
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CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1886, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:40 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers from the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. B.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburgh 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:20 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at
1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

**BEST ROUTE TO
ST. LOUIS & CHICAGO.**

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7:00 A. M.	9:10 A. M.
Springfield & St. Joseph Ex.....	12:00 P. M.	4:30 P. M.
St. Louis & Chicago Ex.....	4:55 P. M.	12:15 A. M.

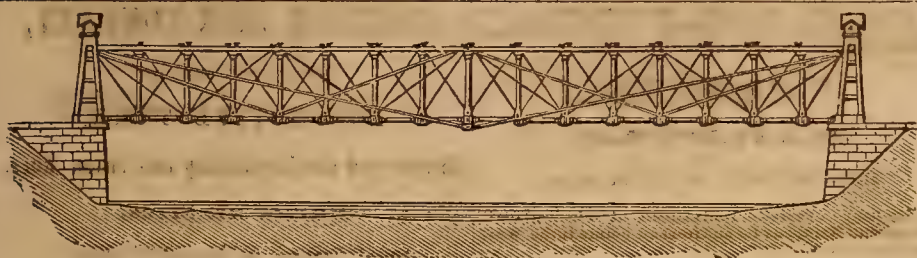
Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5:15 P. M.	5:05 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.
F. E. LORD, General Ticket Agent.



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LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

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ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

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This great national thoroughfare is again open for

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Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

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At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and at rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

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W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

[AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:40 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run CINCINNATI Time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front-street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE, General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
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MANUFACTURERS OF

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Engine and Car Axles, Pump and Piston Rods,

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And all Forgings for Railroad Machinery

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JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same, &c., and Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night—On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.30 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave at 11.00 P. M. for Philadelphia at 8.25 P. M. Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, { Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, NOVEMBER 21, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
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Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Morning Express	7:00 P. M.	6:10 A. M.
Night Express.....	6:00 A. M.	6:00 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:30 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond and Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:20 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION

Cincinnati, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Cincinnati, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.
Louisville Special Train.....	3:45 P. M.	1:50 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

Cincinnati and her Railroad Connections.

"Penny wise and pound foolish," has been the ruling maxim that has governed the City legislation relative to her railroad interests for many years; or rather, perhaps, we ought to account for the character of the City legislation on the basis that as the railroads are "corporations that have no souls," and hence have no legitimate claims for consideration further than is conducive to the direct process of being skinned whenever the opportunity became manifest for so doing. The necessity for a change of policy had become so apparent, and the current of public sentiment in favor of something being done was so strong that the Common Council has finally been forced to succumb and grant a partial alleviation to the present and past miseries of some of the roads. The action had, however, we deem but temporary, and an insufficient provision for the business wants of a "city of the first class," and that makes the pretensions and has the hopes that animates the city of Cincinnati. The thing done does not cost the city one cent; and hence may be claimed by tax payers as the *cheapest*; but it does not accomplish the grand object in view, and which the real interests of the city demand. We do not intend to say that what has been done should not be done, for temporary use; but we do say that it is not enough,—is temporary in its results, and costly in the *method* of its execution. Nothing short of a Grand Union Depot, easy of ingress and egress, *by steam* to all the roads, at all hours, and exempt from all conflict with the ordinary traffic of the city, will accomplish the required relief. This only can be accomplished by Tunnel under the high plateau of the city, as we have so frequently shown before, and especially in our issue of September 26th. Provision should be made not only for the present, but the prospective wants of the city. By creating facilities for trade, we create trade itself. It is consoling, however, to remember that "children creep before they walk," and that the City Council has arrived at the creeping stage of existence, and that this stage immediately precedes the walking period.

We will further remark, that the road through the street as now granted will, even when the grand through connection is made, not be a worthless institution. Far from it. Operated exclusively with horses or dummy engines, it will be one of the very best possible means of cheapening freights on heavy local bulky traffic, by means of side tracks direct into the warehouses of merchants, that can be made, and will do as much to build up that class of trade as any other thing that the Council could do. It will be no injury to the property, but will make it sought after for this class of business.

While on this subject we will make a practical suggestion. It is well understood that it is impossible for the city of Cincinnati to

directly aid in the construction of a railroad to the South or elsewhere, so long as the following clause forms a part of the Constitution of Ohio:

"ART. 8. SECTION 6. The General Assembly shall never authorize any county, city, town, or township, by vote of its citizens, or otherwise, to become a stockholder in any joint stock company, corporation, or association whatever; or to raise money for, or loan its credit to, or in aid of, any such company, corporation, or association.

It will require a long time to obtain an amendment to the Constitution, to enable the city to act in its corporate capacity for the advancement of its interests, and the development of the resources incident to its natural position. Under the prohibitory liquor law of Massachusetts a "striped pig" was exhibited, and the law rendered a dead letter—so likewise this can be done in the present case, and two greatly needed public enterprises accomplished at once. Let the city get the power by law from the Legislature to construct the proper connections for our railroads, with all the depot grounds and accessories appertaining to it, including if necessary a railroad bridge across the river. This could be done without conflicting with the Constitution; then let the railroads furnish a corresponding amount of means to construct the Southern road, taking bonds or stock for the same; after both works are completed and in working order, the city can then sell their interest in depots, grounds, bridges, tunnels, etc., and take their pay in stocks, bonds, cats, dogs, or bitch pups, if they see proper, it matters not which, so that both enterprises are economically carried out; for even if the latter should be received for pay, the city will still have the best of the bargain, and will be able to "whip the Devil 'round the stump."

ENGLISH RAILWAY IRON EXPORTED.—The value of the railway iron exported in the ten years ending 1866 was as follows: 1857, £4,000,515; 1858, £3,565,224; 1859, £4,124,208; 1860, £3,408,759; 1861, 2,906,359; 1862, £2,817,877; 1863, £3,278,384; 1864, £3,305,086; 1865, £3,550,563; and 1866, £4,166,419. The quantities represented by these sums were as annexed: 1857, 457,660 tons; 1858, 433,260 tons; 1859, 528,927 tons; 1860, 453,445 tons; 1861, 377,565 tons; 1862, 400,765 tons; 1863, 416,440 tons; 1864, 408,215 tons; 1865, 431,300 tons; and 1866, 498,595 tons. It will be seen that the value of the railway iron exported in 1866 was larger than in any former year, the quantity was, however, somewhat below the mark of 1859. The exports were largely increased all through the decade by the demand on account of the Indian guaranteed railways, and last year they were still further augmented by the demand on American account. It cannot be said, however, that this branch of the export iron trade is making much progress. The total exports to July 31, this year, amounted to 318,028 tons, as compared with 312,732 tons in the corresponding seven months of 1866, and 224,102 tons in the corresponding seven months of 1865.

[Lond. Mining Journal.]

The Union Pacific Railroad and some of its effects.

The Union Pacific Railroad has advanced to Cheyenne, at the foot of the Rocky Mountains, a distance from Omaha of 500 miles. We believe the Central Pacific has advanced something over 250 miles across the Nevada Mountains, making 750 miles, and more than one-third the whole distance from Omaha to San Francisco. This is sufficient proof, if any were wanting, of the early completion of the Union Pacific. The most difficult part, it is true, is yet to be done; but by 1870, we confidently expect it to be finished. Money and men will accomplish anything possible on this earth. A question of more or less is of no importance. If it is possible to make ten miles of railroad, it is possible to make ten thousand, and the rapidity with which it is done, depends only on the money and men which can be brought to bear upon it. Suppose it done, what is to follow? The keen eyes of speculative and business men all over the world are upon it. At either end on this continent, great preparations are made for what is to follow. Not only this, but preparations are about to be made in China for great results. This is one reason why we have been so urgent and persistent in our advocating a Southern railroad; and making Cincinnati a railroad centre. Come what may, the Ohio Valley, probably the richest portion of the earth naturally, must send to all parts of the world a great amount of products, and for that reason, should have direct communication with both Atlantic and Pacific termini. But where shall these products concentrate for shipment? Certainly Cincinnati is the natural centre of concentration; but if Cincinnati will do nothing to help herself, she must take the consequences. If she does not make railroads on the South, as well as the North, she will lose half the products which might have been concentrated and handled here. But let us see what is doing. First, we have New York, with Vanderbilt and her great shipping merchants, preparing to concentrate all the Western trade there, and how is it to go? All the schemes of New York tend to carry the Pacific commerce over the Lake Shore Lines. Perhaps this is right enough. But, where is the trade of the Ohio Valley to go? Do we look to Philadelphia? We find here a hard, startling fact. The Pennsylvania Railroad interest after in vain endeavoring to find a way through Cincinnati, deliberately went to making a cut-off through Union, which is now nearly finished. This was their right to do. But it does not help Cincinnati, and we can look for no sympathy from either New York or Philadelphia. But we shall have the sympathy and assistance of Baltimore, and there is our proper outlet. Baltimore is the real port of the Ohio Valley. But, leaving this point, let us look to some of the immediate effects of the Pacific Road.

The New York Railroad interests seems to be at last culminating in a vast monopoly, in the hands of Vanderbilt. That he has great sagacity cannot be denied: One proof of this is his last performance, making what is intended to be the New York terminus of the Pacific Railroad, the grand Depot, at St. John's Park. We remember when that was the first park New York had, and when it was a beauty in the eyes of beholders; but, commerce is in many respects a Vandal, marching over the beautiful in nature, to make great piles of brick and stone, for warehousing the products of the earth. Well, St. John's Park is rapidly turning into a grand railroad depot. Here is the New York view of the why and wherefore. Speaking of the progress of the Pacific Road, the *N. Y. Times* says:

Hence, the recent great purchases of water tracts on the Jersey shore for the freight depots and warehouses of the westward lines through Southern New York and Pennsylvania; and hence the appropriation of St. John's Park and \$3,000,000, to establish unrivalled accommodation for that magnificent traffic, in the heart of the city. The unerring sagacity of the men concerned in these vast preparations is evidence enough in itself of what is coming; but the tremendous energy with which both great divisions of the Pacific Railroad (the "Union" and "Central") are actually rushing toward completion, and the enormous profits of the as yet fragmentary line from Sacramento to 'Cisko—with the thirty odd millions of dollars now annually paid for transportation between this port and San Francisco as yet untouched, and the commerce awaiting development from the gold and silver regions as yet uncombed by the boldest speculation—hard, palpable facts like these, decide the pre-eminence of this great central line between hemispheres, and of this great terminus. "Double tracks," they say, are provided for in the heavy cuttings and tunnels; but the day is by no means distant when the great Atlantic and Pacific through line will require, and must have, two double tracks, for freight and passengers respectively; running on each an endless belt of trains, in unbroken order, around a circuit of more than 6,000 miles. The old scale of commerce, by nationalities, has become obsolete and provincial. We circle the globe at four strides, two over oceans and two over continents; and the plans of American railroad men can no longer contemplate a run into the interior and back, but are compelled to gird the vast continent and link the two extremities of the Old World together, across the New. At the present moment, the opening of the Union Pacific to the Rocky Mountains, at Cheyenne, 517 miles west of the starting point at Omaha, completes over 1,800 miles, or three-fifths of this great continental chain.

But on the Pacific they are looking out not for a depot, but for something far beyond that. The San Francisco papers are asking the Government and with much reason, to purchase a naval station in China! And why not? We need it. The port they recommend is at the mouth of the great river Ki-ent-se, supposed to be nearly as large as the Mississippi; and on which American steamers are

already running. On that river is the city of Nankin, situated north of 30° N. latitude. If we can secure that point, we shall have access to the heart of the Chinese Empire. We shall soon have the Sandwich Islands. With these points established, we shall soon have in our possession the grand highway of the world. Through the great central river of China, by the Islands of the Ocean, by San Francisco, by Salt Lake and over the mountains to New York and Baltimore, on the Atlantic; over this route the trade of Asia with Europe must pass. The beginnings of this trade, from San Francisco and Omaha, already indicate, that the internal trade will also be immense. Unite these vast streams, and what a vast river of commerce will flow round the world! The New York papers say, and with justice, that the great Pacific Road must soon have four tracks. This conception of the vastness of the Pacific commerce is not an entirely new idea, for the RECORD asserted over ten years ago that it would overtax the capacity of a road of four tracks to do the business that seeks to pass over it. This subject has already been broached, with reference to all our leading railroads, and we believe justly, freight could unquestionably be reduced much lower, if the freight trains could have tracks of their own and go steadily on, in two streams, one each way. Even double tracks do not wholly answer the purpose, for the freight trains are governed by the passenger trains. The great trunk lines ought to have four tracks, but if any, the great Pacific must have, if it is to accomplish its object. Nor is this all. We regard it as certain, that there will be two other Pacific Roads, one North to Puget's Sound, and Vancouver, and the other South, to the Colorado. It is quite probable, that the Southern one will cost much less, and be most successful. It will be a great thing to get rid of the snows, and it will also be shorter.

Thus we see, that already the great Pacific Road looms up, as altogether the most magnificent enterprise of the world, and likely to produce great revolutions in commerce, and even in social and political affairs. For who can tell what may be the result of throwing open all central Asia to the influences of American civilization? The Chinese will then become, like Europeans, almost cosmopolitan. It is the inevitable result, by the laws of mind, for the stronger minds and the higher civilizations to impress themselves upon, in fact, to subdue the inferior. With all their castes, their impressiveness, and the force of ancient traditions, it is impossible that the religious and political systems of China should not give way before those of America. We have reason to believe that great revolutions are at hand. The great fabrics of Paganism and Mohammedanism are crumbling away, visibly, perceptibly, before our own eyes. The great social arts, those which bring mankind together, are rapidly making

revolutions. It cannot be prevented. Who would prevent it if he could? Society, like the Universe, is kept together and kept in life by motion. If great empires cease to grow, cease to enlarge mind, cease to acquire ideas, they must perish. Their time has come. So it is with great cities, and if Cincinnati has not energy to put herself in the track of the great locomotive energies of the world, she will die of inanition too; or what is just the same thing, live like modern Rome, with no trade but a trade in toys and sugar candies. Up! ye men of energy, and march on with the Pacific Road.

Tennessee and Pacific Railroad.

It cannot fail to interest the public to learn that Rev. Mr. Campbell, agent for the above railroad, is in receipt of a dispatch and letter from New York, informing him that the parties contracting with him in July to build the above road, have completed their arrangements to leave for Nashville on the 29th inst. Coming by the way of Norfolk to inspect the condition of the railroads from that point to Knoxville, they may not arrive at Nashville until Tuesday or Wednesday next.

The delay of their coming has been produced by negotiations to secure the completion and consolidation of the St. Louis and Iron Mountain Railroad at Hickman, on the Mississippi river, and from thence by the Nashville and Northwestern, the Tennessee and Pacific, and the Virginia roads to Norfolk. It is not contemplated to straighten the line from Nashville to Memphis, until the main trunk from Nashville to Knoxville is completed.

The same company are negotiating to establish a line of twelve ocean steamers, tri-weekly, from Norfolk to Liverpool, Hamburg and Bremen. Parties in Hamburg guarantee the shipment of 600 to 1,200 first-class German and Swiss immigrants, who will come with through tickets by shipboard and railroad, to settle chiefly in Virginia and Tennessee. This scheme, taken as a whole, is one of the grandest ever proposed to develop the immense mineral, manufacturing, agricultural and commercial resources of the South. It is believed that the construction of this central trunk road through the entire length of our State, with the connection of other trunk and branch roads, East and West of it, will not only add immensely to the wealth of Tennessee, but will also distribute a large increase to other trunk and branch roads of the State. It must be gratifying to Mr. Campbell and the many friends of this noble enterprise to know that his untiring efforts in its behalf are likely to be crowned with success at an early day. In making the contract with parties in New York, Mr. Campbell pledged the liberal co-operation of the counties, corporations and citizens along the line of the road, in aid of the work, and from the general interest manifested everywhere, we have no doubt these pledges will be redeemed.

Late letters to Mr. C. from Cincinnati, show that the Queen City of the West is likely to make Nashville the point of her connection with the trade of the South. Wise if she makes such a choice.—*Nashville Dispatch*, October 30.

Northern Pacific Railroad.

The life producing effect of the construction of avenues for commerce and the means of locomotion has been so often told that to reiterate it seems but superfluity of words. The education of a nation, however, is like that of a child, it is only by the most assiduous repetition of lessons, that the foundation of the educated man is laid, and it is by "line upon line, and precept upon precept," that when the knowledge is acquired, that it is really believed, producing a living, acting faith. At various times, since our issue of January 21, 1856, when we published a very able article and map by Geo. B. SIMPSON, showing the importance, necessity and resources of the Northern Route to the Pacific, have we written, as well as, published extracted articles, to the same effect. The paper we publish to-day is from the pen of R. M. WALKER, of the North Pacific Railroad Survey, and although some of the general facts may be well known to some—yet most of them will be of interest to the general reader.

We have always asserted, and again repeat that the more Northern and Southern routes were preferable to and possessed advantages over the Middle route, both as to grades, agricultural and mineral resources, as well as being exempt in a measure from the climatic rigors that will afflict the high grades of the Middle. Neither can there be any question of the comparative value to the government in the increased wealth of the public domain by the construction of all, or of the justice of the policy of the government in extending the same aid to the Southern and Northern as it has so liberally granted to the Middle route. If the government cannot afford or will not improve its own estate, who can be expected to do so for the government? Or who possesses a greater interest in bringing to light and showing up the agricultural and mineral wealth of our unknown territory than the government, which is merely the consolidated servant of the whole people. It is the people's land, the whole people of the United States; and the aid furnished by the government is the people's money, or rather credit, made use of to make more valuable the people's land and bring it into market. The argument that some individuals will reap greater benefits from it than others, has no weight in the case at all; the worthless property of the government is made valuable, the "desert is made to blossom with the rose" and civilization is spread over the earth with the speed of the locomotive and the flash of the electric telegraph.

It would take a train nearly seven days to run from New York to San Francisco, by way of Chicago, going at the rate of twenty miles an hour and making the usual express stops.

Railroad Combinations.

The Cincinnati *Gazette* of last Saturday contains a very able article on the recent railroad combinations formed and now forming which very materially involves the interests of Cincinnati. We will add but one remark to the article of the *Gazette* in reference to what it says about "the Pennsylvania men have been proposing to leave the Little Miami, Columbus & Xenia Road, in order, of course, to shut out the New York Central from this city," if this should be done it would only result in the construction of a route by the New York Central via the Cleveland Columbus & Cincinnati, and the Dayton & Cincinnati Short Line, (or Tunnel) route, which last would be no serious disadvantage either to the New York Central or to Cincinnati. The benefits resulting from it (as well as the cost of construction) would be participated by the Sandusky, Dayton & Cincinnati, the Marietta, the Zanesville, and also the proposed Chesapeake & Ohio railroad. This is another reason why the great enterprise of connecting the railroads of the city by the Tunnel under the high plateau of the city should be carried out, in that spirit of liberality and foresight that should characterize the local legislation of a great city.

The *Gazette* says:

The *Gazette*, on a recent occasion, directed attention to the efforts being made on the part of the great trunk lines of railways to consolidate roads leading to the West, in order to secure the immense trade of that region. The effect of these has, in the main, been to circumscribe the trade formerly commanded by, and which naturally belongs to Cincinnati. Let us examine these projects: 1. Commodore Vanderbilt, who owns the Hudson River Railroad, and by close personal attention gave value to its stock, which rose from 25 on the dollar to 125, and in the meantime added, from earnings, largely to the capital of the company. A year ago Vanderbilt made an effort to obtain control of the New York Central Railroad, but failed. He then laid his plans to get control of the Cleveland & Toledo Railroad, which was successful. The next step was to unite the Lake Shore & Cleveland and Toledo lines; and now it is announced that Vanderbilt is to be elected President of the New York Central Road at the approaching election. This arrangement has already carried up the stock of the latter from 95 to 114½, and the report is that under this management it is worth, and will sell higher than the Hudson River, there being a large accumulated capital from past surplus earnings, not represented by stock. Vanderbilt, too, has a way of getting whatever he wants from the New York Legislature. Thus, there is already under one management, a line extending from New York City to Toledo, composed of first class, splendidly equipped, wealthy roads. It is further understood that the Vanderbilt interest has control of the Michigan Southern Railroad—and as this becomes known the stock advances. This link completes the line from New York to Chicago. On this line, passenger cars unsurpassed in point of comfort, with superb sleeping cars, and refreshment saloons, are now run without change. So much for this line.

2. The Pennsylvania Central road has been in advance of the Vanderbilt interest in reaching out for Western business. It is now in complete possession of what is known as the Pan-Handle route, extending from Pittsburgh to Columbus. This, in connection with the Little Miami road, is the fastest, as it is the shortest route between Cincinnati and New York, and is rapidly improving in condition, as the road between Columbus and Pittsburgh is worked up toward the level of the main line. Having reached Columbus, the Pennsylvania managers took hold of the Columbus, Piqua and Indianapolis road, and next of the Indiana Central. These gave it a line to Indianapolis. Passing down from Richmond, the far-seeing managers discovered a short route to Louisville. Thereupon, they stepped off the train bought a broken down road from Rushville to Shelby, extended the track from the former place up to Cambridge City, and thus have a line from the latter point to Jeffersonville, Ind., opposite Louisville, making a shorter line between the East and Louisville than that through Cincinnati. Large quantities of freight to and from the South, that formerly passed through Cincinnati, are now carried around it by this short route, which has been secured, opened and equipped before Cincinnatians have had the sleep rubbed out of their eyes.

But this did not satisfy the great Pennsylvania managers. The next step was to lease the Chicago and Great Eastern railroad. This is done in the name of the Columbus, Piqua and Indianapolis Road; but the Pennsylvania men are in it and all of it. Now, a road is being built from Union City to Logansport. This secures a line from Columbus to Chicago, and makes complete one through route from Philadelphia to Lake Michigan, fairly competing with the New York Central enterprise. This Chicago route is somewhat longer than the Pittsburg, Fort Wayne and Chicago, but this is offset by the absolute control which the Pennsylvania Road has over the new line. What effect the opening of this route will have upon the Pittsburg, Fort Wayne & Chicago Road, and its relations to the Pennsylvania Central, we are not prepared to say.

Arrangements have been made, and means provided to spend upon the Great Eastern Road all that may be required to put it in first class condition, and to thoroughly equip it.

Thus far the Pennsylvania Line has the advantage over the New York Central in that it has a connection at Indianapolis, and thence in connection with the Indianapolis, Cincinnati & Lafayette Road, to St. Louis. As yet if the New York Central has accomplished anything in this direction, we have not heard of it. Meantime the Pennsylvania men have been proposing to lease the Little Miami, Columbus & Xenia Road, in order, of course, to shut out the New York Central from this city.

It may be remarked here that the object of both these great enterprises is to build up their own interests, and the effect of all that has been done in this direction, as stated at the outset of this article, has been to circumscribe the trade of Cincinnati. This will be apparent to anybody who will spend ten minutes in examining a map of Ohio and Indiana.

3. Let us now see what Cincinnati railroad men have been doing. The Little Miami used to be a power in the land, but it has lost its power and its influence. Its managers are now chiefly occupied talking about a track

that was laid two or three years ago through the city, along Front street, but has not been used to any extent. It is so connected with the Pennsylvania Central that it is afraid to do anything to counteract the movements of that concern which look to the carrying of all Western and Southern trade around this city. The Pennsylvania road is leaving the Little Miami out in the cold, and the latter is doing nothing toward keeping itself warm,—at least we have not heard of its doing anything.

Next we come to the Cincinnati, Hamilton & Dayton Company. This Company has spent a great deal of money on Eastern connections, but in other respects the managers seem to have been sound asleep for five years. What has it done to secure Western trade? A while ago \$50,000 subscribed by the company would have secured the completion of the projected road from Richmond to Fort Wayne. The Cincinnati, Hamilton & Dayton Road might have obtained control of that enterprise, and relied upon it forever thereafter as a valuable feeder. How is it now? Let us see.

We have one man here who does not go to sleep. He is in fact the railroad king of Cincinnati, and has done and is doing more for the city than all other railroad managers combined. His first performances were the construction of branch roads between here and Indianapolis, tapping important sections of country, and developing interests tributary to us. Next was the consolidation of the Lafayette Road with the Indianapolis & Cincinnati. Previous to this the management of the Lafayette Road was antagonistic to Cincinnati, and owing to high local charges, it cost as much to carry freight from this city to the Wabash as from New York. This is now changed, and the advantages arising from it are reaped by our merchants. Mr. Lord has recently performed another feat which illustrates his farsightedness and activity as compared with other managers. He has a road running up Whitewater Valley, from Harrison to Cambridge City. The Pennsylvania Central having obtained control of the Great Eastern Road, Mr. Lord steps in and arranges for an exclusive Cincinnati connection. By building a few miles of road, therefore, either to New Castle or Hagerstown he connects the Valley with the Great Eastern Road, and thus controls the whole business of the Northwest, leaving the Cincinnati, Hamilton & Dayton standing out in the cold at Richmond. Mr. Lord, we understand, proposes to use the Chicago route via Lafayette for Southern business, and the Great Eastern route for Cincinnati traffic. The C, H. & D Co may make a Chicago line via Lima; but Mr. Lord has the inside track.

And now Mr. Lord is pushing for the projected road to Fort Wayne, and unless his competitors are much more active than they have been heretofore, he will secure it.

What the Baltimore & Ohio, Atlantic & Great Western and New York Central propose to do with reference to Western connections, has not been developed; but the Junction road which will be completed to Indianapolis in January, will probably be made use of. However this may be, the Pennsylvania Central and Indianapolis, Cincinnati & Lafayette are far ahead in their arrangements.

Having referred in this article to the sleepy policy pursued by Cincinnati, in this great strife for business, we may properly conclude this article, by mentioning the action of our City Council yesterday, which is reported in another place. This opens the way for free

railroad connections through the city, and defeats Mr. Lord's project for forcing all the roads, entering the city, to pay tribute to him. But Mr. Lord, in view of all he has gained, can readily yield to this defeat. It is well, too, for the city, that he has been defeated. In regard to our railroad connections, free trade was necessary. This we are now to have. But Cincinnati, if our people would hold their own, must not stop here. From what we have written, it is clear there is much to be done, and that, too, outside of the Southern railroad project, which, for the time at least, may be called dead. While we have been doing nothing, it is seen other interests have been hard at work against us.

An Important Movement.

The Saginaw Enterprise states that a corporation will soon be organized in this State with the object to secure the construction of the Northern Pacific Railroad through this State from Detroit to Mackinac, and thence to Montreal River, which is in the most direct and feasible line, and to meet the efforts now making by Chicago influence to deflect the line of the road and carry it South of Lake Michigan, which would substantially defeat the object of a Northern route. We quote from the Enterprise:

"When this organization is completed, it is proposed to ask Congress to adopt this line, and to extend the grant of land to the Northern Pacific Railroad, to the Straits of Mackinac; and also to guarantee the bonds for \$16,000 to the mile from Mackinac west.

"This, it is thought can be done, as New England will support this route in preference to Chicago, and the support of all the States which opposed it before, will be secured. Colonel Rowland, former Commissioner of the Northern Pacific Railroad, is entirely engaged in this enterprise. He has made two visits to Saginaw on the subject, and two meetings have been held in this city, and an adjourned meeting is to be held this evening at the office of Wm. S. Driggs, for the purpose of securing the balance of subscription to the \$75,000 of stock to be taken north of Detroit. Detroit taking one-half of the \$300,000, and the New York Central and other roads the balance. We are informed that some \$40,000 has been taken on the Saginaw River, mostly in this city, and it is important that the citizens of Bay City, Saginaw City, and other localities, should attend the meeting this evening, so that the stock may be all taken, and a delegate appointed to attend a meeting for the election of directors, to be held in Detroit on Monday or Tuesday next. We hope it is unnecessary to urge any further upon the citizens of Northern Michigan the great importance of prompt action in this matter, as all must realize the benefit to this State, if success shall attend their efforts to secure Congressional aid to the Northern Pacific Railroad by the route suggested."

LAKE SHORE RAILWAY.—The consolidation of the Cleveland, Painesville and Ashtabula and the Cleveland and Toledo Railroads has been consummated on the basis of—

\$5,000,000 Ashtabula stock at	
175	\$8,750,000
\$5,000,000 Told stock at 125...	6,250,000

Making for the "Lake Shore Railway"..... \$15,000,000 in capital stock, with a combined (original) mortgage debt of \$4,372,861.—*American Railroad Journal*.

Cincinnati Council and the Railroads.

The following is the action of the Cincinnati Council relative to the connection of railroads through the city.

Dr. Maley presented the following communication:

To the Honorable City Council:

The undersigned property owners, merchants and others, interested in the welfare and progressiveness of our city, having learned with surprise that some of the members of the present City Council expect soon to move in the matter of forcing the Ohio and Mississippi Railroad Company to use the track of a rival road, or stop their cars in Storrs township, a point remote from their present terminus, and to be reached only at an additional drayage expense. We are aware that last year's City Council took action looking to the above removal, but had hoped that the matter was fully ended by the election of the new members of your body.

Without giving any opinion as to the merits of the case in detail, we would most urgently urge your honorable body to cancel the action of the old Council, and by such legislation as will promote the usefulness of that Company to our city, and enable them to pass their traffic to points nearer the business centre, and, in connection with other railroads, through the city. This action, we are satisfied, will meet with universal favor, excepting, perhaps, from a rival railroad interest, and can not fail to promote the great interest you have in charge.

All of which is respectfully submitted.

David Gibson & Co.; Straight, Deming & Co.; Patterson Bros. & Co.; Redway & Burton; John D. Miner & Co.; Hanks, Porter & Co.; Chamberlain & Co.; Mills, Loughhead & Co.; Geo. Dominick & Bro.; Hill & Hurlbut; J. W. Banning & Co.; W. M. Kennedy & Bro.; M. Murphy & Sons; Noyes & Taylor; A. C. Burbeck; N. Drucker & Co.; G. W. Sholl; Wm. Glenn & Sons; Henry Tibbetts & Son; D. Hoppe & Co.; Hugh McDonald; C. Grote & Co.; Wm. Harrison; Caleb Clark; S. S. Cooper; Langley & Kinkaid; S. W. Smith & Co.; Thos. Murdock; Hale & Ross; and others;

Mr. Wolf, from a Special Committee, presented the following:

REPORT.

To the Honorable, the City Council of Cincinnati:

Your Committee, to whom was referred the preamble and resolution, reciting the importance to the interest of Cincinnati, that a railroad should be built, leading direct from this city to the South; the value to our commercial interests of our business relations with that section of our country; expressing the wish of Council to encourage this, and all other enterprises to promote the prosperity of the city; and directing your Committee to examine into the matter referred to above, in connection with any Committee of the Chamber of Commerce, and of our citizens, and report to Council at their earliest convenience, such action as they deem should be taken, in the premises, as well as any other matters having reference to any improvement of our railroad facilities generally, in which the city have, or should take an interest,—beg leave to report:

That they are fully convinced of the paramount importance of a Southern railroad connection to the continued growth and prosper-

ity of our city. And they are satisfied that the Council, the citizens, generally, and, of the latter, our leading business men especially, concur with them in that belief. Indeed, the preamble and resolution, themselves, contain a full indorsement of that enterprise, and only devolve on your committee the duty to inquire what action in furtherance of it, is within the power of Council.

This subject your committee have had under serious consideration; and they have consulted in reference to it, with the members of the Chamber of Commerce and citizens' committee mentioned in the resolution, and with other prominent citizens, including members of the legal profession. And they regret to report that, at present, no direct action can be taken by Council in furtherance of this great improvement. Additional legislation would be required to confer this power on the city; and there is a grave question whether the legislature itself is not prohibited from granting the power, by the section of the Constitution which declares that no city shall become a stockholder in any corporation, nor raise money for, nor loan its credit to or in aid of any corporation. Whether or not the legislature could authorize the city itself without associating itself with any railroad company, to build a part or all the proposed road, your committee are not prepared to express an opinion. But it is clear, that under existing circumstances, Council have not power to aid in the construction of a Southern railroad connection, and can only express, as they have already done, their appreciation of its great importance to the business interests of our city.

There are other matters, however, in reference to the improvement of our railroad facilities generally, which your committee have had under consideration. They believe it to be the duty of the city, in furtherance of its general commercial prosperity, to foster and encourage the railroads already constructed which terminate in Cincinnati, by extending to them all reasonable and needful means and conveniences for the transaction of their business. And that the time has gone by when any intelligent and disinterested person entertains the opinion that trade will be drawn to or retained in the city by keeping asunder, at this point, the railroads which constitute the great arteries of the commerce of the country. The fact that other through routes have been built, which have largely diverted from us the business we would otherwise have controlled, shows how fatal this mistake has been in the past. And your committee are satisfied that it cannot be remedied too soon.

They are the more inclined to recommend a policy which will build up and strengthen our existing railroads, from the conviction, that, if the Legislature are inhibited from authorizing the city to aid in the construction of a Southern Railroad connection, we must rely mainly on the instrumentality of the companies owning those roads to carry forward and complete that important work. And in the efforts that have, heretofore, been made, to raise the means for that purpose, their large and liberal offers have formed a prominent feature. The fact that they are especially interested in the success of that undertaking we doubt not, will stimulate their intelligent and enterprising managers to renewed and more vigorous efforts in its behalf. And your Committee feel sanguine in the conviction, even if no assistance can be rendered by the city itself, that our railroad companies, with the aid of our public spirited citizens, whose generous exertions toward this end are remembered and appreciated, will without any unreasonable de-

lay, complete this great and much needed arm of our railroad system.

In this connection, your Committee would call your attention to a petition, placed in their hands, which is signed by a large number of our leading and influential citizens, urging Council to rescind the action taken by their predecessors adverse to one of our most important railroads.

And your Committee recommend the adoption of the accompanying resolution, as a reasonable and needful method, and the only one now within your reach, of accomplishing the object which you have brought under their consideration.

DANIEL WOLF, Chairman,
JAMES DALTON,
ADAM B. WILSON,
S. L. HAYDEN,
C. SCHULTZ.

RESOLUTION.

A resolution to perfect our present railroad facilities, and promote a Southern railroad connection.

Resolved, That the city of Cincinnati hereby agrees to the following modifications of the grant made to the Cincinnati & Indiana and Little Miami Railroad Companies by a resolution of the City Council adopted December 28th, 1863, and the contract entered into in pursuance thereof, of the right to construct and use a connection track between the roads of said Companies in the city of Cincinnati, as modified by an ordinance passed October 20th, 1865.

First—Said Companies, and each of them, shall have the privilege of using said track in the daytime with cars drawn by horses or mules, and with steam power during such hours of the night as are specified in said original grant, but at no other time.

Second—Said Companies, and each of them, and any company acquiring the right to use said connection track, as hereinafter provided for, shall have the privilege of constructing and using side tracks from said connection track; (and also from their main tracks within the city limits), to the property of adjacent proprietors who may desire the same. Provided, That before any such side track shall be constructed, a plat thereof shall be prepared by the Company, and approved by the Board of City Improvements, which approval shall be indorsed on the same by the clerk of said Board, and said plat so indorsed shall be filed with the City Auditor; and, provided further, That said side track shall be laid in conformity to such plat, and under the direction of the City Civil Engineer.

Third—Said grant, as modified by said ordinance (excepting articles numbered 6 and 14 in said resolution and contract, which are hereby laid aside and repealed), and with the modifications hereby contained, is hereby made perpetual.

That the Ohio & Mississippi Railway Company, and the Storrs Township, New Richmond & Central Union Depot Junction Railroad Company, or either of them, shall have a common and equal right of use of said connection track, with the Cincinnati & Indiana and Little Miami Railroad Companies (said last-named Companies, however, to have a prior choice of their line of use, subject to the umpirage of the City Council), upon the following terms, viz: If only one of the Companies aforesaid accepts the privilege hereby conferred, such Company shall pay one-third of the first cost of said connection track; and if both accept said privilege, they shall each pay one-fourth of said cost. That the Ohio

and Mississippi Railway Company, the Storrs Township, New Richmond and Central Union Depot Junction Railroad Company—if they acquire the right to use said connection track as herein provided for—and the Little Miami Railroad Company, or any or either of them, as they may agree, shall have the right to extend said track down Front street, to connect with the Ohio & Mississippi Railroad west of Mill street, and to adapt said connection track and its extensions to the gauge of said last named road, either by laying a third rail, or by laying an additional rail, on each side of the original track, as the Board of City Improvements shall direct. And as it may be convenient for the city to use a railroad track on Eggleston avenue, connecting with the Little Miami Railroad, in filling said avenue to its proper grade; whenever the city shall decide to fill said avenue, the Little Miami Railroad Company, or the Storrs Township, New Richmond and Central Union Depot Junction Railroad Company, as they may agree between them, shall build said track, and allow the same to be used for that purpose, without cost to the city.

That the Railroad Companies aforesaid, which have or shall acquire the right to use said connection track, or one or more of them, upon the others declining, shall also have the privilege of extending said connection track, by the most direct convenient route, and over any street, wharf, or other public ground of the city, to connect with any Southern railroad or railroads which may cross the Ohio river on the present Suspension Bridge, or any bridge that may hereafter be built. And such Southern railroad company or companies, may acquire a common and equal right of use of said connection track, with the companies then entitled to use the same (subject, however, to prior choice of time reserved to the original grantees), upon paying an equal portion of its first cost.

But the construction and use of said extensions, and the use of said connection track by any other company than those to which the grant was originally made, shall be governed, in all respects, by the terms, conditions and restrictions of said grant, as modified by said ordinance and this resolution.

That in consideration of thirty thousand dollars, to be paid into the City Treasury within four months after the passage of this resolution, by the Ohio and Mississippi Railway Company, and of their filling out and grading Front street, as hereinafter specified, the city hereby grants to said Company the exclusive and perpetual use, for railroad purposes, of a strip of ground forty-five feet in width, and extending from Mill street to the intersection of Front and Third streets, lying one hundred and five feet south of Front street, and adjacent to the ground now owned by said company. The city also grants to said company the perpetual right to occupy and use with a single railroad track, Front street, from a point opposite the east line of the property leased by D. K. Este, to the Ohio and Mississippi Railroad Company, to Horn street, and thence over the property of the city to the railroad bridge of said company across Mill creek, substantially the same as is now used; but with the power on the part of the Board of City Improvements, during the progress of the filling of said street, to require said company to change the location of its track on said street. The city also grants to said company the exclusive and perpetual right to occupy and use for railroad purposes so much of said property of the city west of Horn street, as lies between said railroad track and Front

street, and the right to cross Wood, Mill and other "intervening" streets, from one part of their property to another, with such tracks as may be needed in the transaction of their business. Said Ohio and Mississippi Railroad Company, as a part of the consideration for the grant herein contained, shall fill out and grade Front street, to the width of sixty feet from the north line of said street, from the foot of Fifth street to the foot of Horn street, within eighteen months from the passage of this resolution.

That upon said railroad companies, or either of them, filing with the City Clerk, their written acceptance of this resolution, it shall thereupon be operative and binding as a contract between the City of Cincinnati and the companies or company so accepting the same. But if said Ohio & Mississippi Railway Company shall fail to pay said sum of thirty thousand dollars into the City Treasury, within four months after the passage of this resolution, or to fill out and grade Front street as herein specified, within the time above named for that purpose, then this resolution shall become inoperative and void, as to said last-named company.

The report was received, and after considerable discussion it was declared adopted.

THE PENNSYLVANIA RAILROAD.—A trip over this road, in the forepart of the week, and an observation of its trains, stations, shops, appliances, resources, feeders, appurtenances, prospects, confirm us in all hitherto said, and more.

Especially is the Pennsylvania Railroad invulnerable in a fortified position at both ends, in a way that assures it from molestation, for all time. In Philadelphia it is bounded by the Schuylkill River, the intersecting streets, far apart, crossing over or under grade, the water front parallel with the tracks being the property of the company for a long stretch, north from Market street. In Pittsburg its route is along the base of a steep hill, and through a tunnel, its track east from the Union Depot having a vertical retaining wall between them and the public roadway, which latter is parallel on a lower grade.

The Pennsylvania Railroad penetrates into Philadelphia and Pittsburg to depots easily accessible to the population, with freight stations in close proximity to the business centre, to shorten and cheapen haulage to and from the cars. Passengers and forwarders are both accommodated, and the local, moving busy public are not interfered with nor hindered in their operations. This is true of future as well as present time, and is an important consideration, since cities are interested in having railroads reach into the core of population and business; and citizens are interested in having railroad tracks so located and circumstanced that steam power may be used, and human life not put in jeopardy thereby.—*Mining Register*.

DISCOVERY IN LANCASTER COUNTY.—We learn that enormous deposits of black magnetic oxide of iron has been discovered on Connoy Creek, in West Donegal township, Lancaster county, Pa., near the Susquehanna River, and but a few miles from Elizabethtown. The ore is now being mined by Professor Eli Bowen, who has taken out 200 or 300 tons. It is described as being of uncommon richness and value. Most of it is loose ore, resembling the ores of Cornwall, in Lebanon county. In view of the proposed erection of steel works here, this discovery may be of great advantage to this region.

Northern Pacific Railroad.

NEW FACTS ABOUT TRANSPORTATION IN THE INTERIOR.

[From the Advertiser and Tribune.]

I enclose for publication an important letter from Portland, Oregon, on the subject of the Northern Pacific Railroad, written by an intelligent surveyor, who has been employed during the past season in making explorations along the Western portion of the route. The letter is interesting, and will fully repay perusal. It calls public attention to what, in my view, is the most important railroad enterprise of the day. J. M. HOWARD.

November 8, 1867.

PORTLAND, Oregon, Oct. 5th, 1867.

Hon. J. M. Howard, U. S. Senate, Washington City, D. C.

SIR:—An introduction to you last April in the Capitol at Washington by Governor Ramsey, Senator from Minnesota, and a few moments' conversation in regard to the necessity of making certain surveys on the Northern Pacific R.R. route during the season of 1867, must be my excuse for addressing you this note.

Coming down from the Cascade Mountains where I have been engaged in the surveys now being made of the several passes of that range, one of the first public journals I saw, contained a copy of your letter of 5th May to the *Detroit Advertiser & Tribune* on the subject of the Northern Pacific Railroad.

You run no risk in taking strong ground as to the entire practicability of the route over which this contemplated great work is to be constructed. The two great ranges of mountains to be crossed,—the Rocky and the Cascades, present no engineering difficulties, but what can be readily and easily overcome. The Cascade Mountains have been supposed to present almost insurmountable difficulties, (at least they have been so represented by the opponents of the Northern route,) but the recent surveys, and the running of compass and spirit level lines over various passes, have developed the fact that they have very greatly softened down.

The "Packwood Pass," just to the south of Mount Ranier, is one of the most favorable passes for railway lines to be found. The summit is carried by a grade of 60 feet to the mile, and down the eastern slope the maximum grade is only 50 feet for a short distance running down to 30 feet on 26 miles, opening out into the beautiful valleys of the Nah-chess and Yakima, and the level plateau bordering the great Columbia, crossing which the line passes for 200 miles over a rolling prairie country (among the best grazing and farming lands on the coast) to the Pend d'Ouille Lake; following around the shore of which will bring it to the mouth of Clarke's Fork of the Columbia, (which flows into the lake from the east, and out of it on the west, emptying into the last named river about — miles distant.) The line will then take up Clarke's Fork to the "Jucko," and thence southeasterly, crossing the defile of the Oviacan, strike the Blackfoot Fork of the Hell Gate River, up which it will run to "Cadott's Pass,"—believed to be the most favorable in the Rocky Mountains,—and by an easy grade down the eastern slope, reach the navigable waters of the Missouri, and the great plains which stretch away without any obstructions, across Dakota and Minnesota, to Lake Superior and the Mississippi.

The Snoqualmie Pass, represented by Governor Pickering as a wide open prairie, stretching entirely through the range, has on

examination and survey with the instruments, proved impracticable for railway. Difficulties have presented themselves which can only be overcome by heavy tunnel work.

The Governor simply passing over by the trail and being no engineer, was badly deceived in his estimate of what constitutes practicable passes in mountain ranges for railroad lines.

The line by the Packwood Pass would be comparatively easy of construction for a mountain district. It will simply follow up the Cowlitz river and its tributaries, keeping well up upon the sloping highlands of each, and by that means reach, and overcome the summit by a grade, before mentioned, no place being found for a tunnel.

Right on the summit is a small lake, out of which the water flows to the west, as well as east, the salmon coming into this lake from the Columbia *via* the Yakima, and within six miles of the lake *via* the Cowlitz, a small fall occurring on the extreme head of the Cowlitz which cuts them off.

The Columbia River Pass, down which the branch to a point at or near Portland, is designated to run by the terms of the charter, is deemed practicable, and needs no examination to determine the fact.

The scope of the present surveys includes six passes, three of which have been examined and the results of the others will soon be known.

While the Central Pacific of California crosses the Sierra Nevadas at an altitude of over 7,000 feet with heavy tunnel work, and a grade running up in some places 120 feet to the mile, the Northern Road gets over the Cascades at an altitude *less than one-half* that of the Central, with an easy grade of 60 feet to the mile, and no tunnel.

If this won't do, we have the pass of the Columbia, which has no altitude to overcome, except simply to keep the road-bed above high-water mark.

The more the country is examined, and the more surveys there are made over the proposed line of the Northern Pacific Railroad, from Puget Sound to the level plains which border the navigable waters of the Missouri at Fort Benton, the more will the practicability of the route be realized and the supposed great difficulties be proved of comparative insignificance.

It is only because the line is a long continuous one, that gives it the appearance of such a gigantic undertaking.

All the most difficult work lies between the Missouri and Puget Sound, a distance of about 800 miles. Yet no section of this distance presents any greater engineering difficulties, than did the Pennsylvania Central across the Alleghany Mountains, at the time of its construction, and at this time, the Northern Pacific line over the country in question, is no more of an uninhabited wilderness country, than were many parts of the Philadelphia and Pittsburgh road. On the contrary, settlements are found at different points from the eastern slope of the Rocky Mountains at Helena, in Montana, to old Fort Walla Walla, on the Columbia, to which points steamers run daily, carrying freight and passengers from this city for the gold and silver mines of eastern Oregon and Washington, and to Idaho and Montana. Wallula (formerly Ft. Walla Walla), being one of the principal places of debarkation for the various mining camps scattered in all directions from the Columbia to the head waters of the Yellow Stone and Missouri. From Wallula, then down the Columbia to the city of Vancouver and Portland, is nothing

less than a great common thoroughfare, over which our people are constantly passing, year in and year out. From Wallula directly west to Puget Sound is 235 miles by the military road, which passes, after crossing the Columbia, up the valley of the Yakima for some 75 miles, in which valley, there are at this time over 60 families settled, with large bands of horses, cattle, and sheep. The soil is most excellent, producing all the cereals and vegetables in great perfection. Leaving this valley and following up the Nan-chess river valley, the country is covered with a luxuriant grass, and timbered with large yellow pine, until the ascent of the Cascades is commenced, the summit of which is soon reached by a good road, where is found an extensive level plateau, interspersed with groves of fir, tamarack, etc., and large prairies, furnishing the best of grazing.

Two days' march down the western side, and the settlements bordering Puget Sound are reached. Starting again from Wallula east, we pass up the valley of the Walla Walla, to a large town of that name, situated about midway between the Columbia and Snake, or Lewis Fork; and in one of the most beautiful and productive valleys on the coast. From Walla Walla to the Pend d'Ouille lake, over a rolling prairie country (before alluded to), is 160 miles, a good road, with houses for the accommodation of travelers every night. At the southern end of the lake there is quite a town, called Pend d'Ouille city, where are heavy trading establishments, keeping supplies for the mining camps in various directions. From this place the "Oregon and Montana Transportation Company's steamers proceed with freight and passengers, horses, cattle and other stock, to the eastward, up the lake 30 miles to the mouth of Clarke's Fork, thence up that stream 20 miles, to the 'Cabinet Landing.' Here a portage of $7\frac{1}{2}$ miles is made, passing the 'Cabinet Mountain' and rapids. Another steamer then proceeds to Rock Island rapids, 18 miles, where a $\frac{1}{2}$ mile rapid occurs, and from this point to "Thompson's Falls," 50 miles, a third steamer runs. Another season the company propose building a fourth steamer, to ply between Thompson's Falls and the Jacko river, 95 miles, which will make a distance of 213 miles. Steamboat navigation and a continuous transportation line, including the three portages of $12\frac{1}{2}$ miles, of $225\frac{1}{2}$ miles from Pend d'Ouille [pronounced Pon-de-ray] City right eastward towards the Rocky Mountains. Here is enterprise! These steamers were built this and last season. The machinery was hauled from Wallula on wagons, across the 200 miles of prairie country I have mentioned to the lake, where the first one was built. The machinery for the second was then put on board and taken up the lake and river to Cabinet Landing, then hauled across the portage, and put into the hull which was constructed above the rapids. I was on board this steamer, called the Missouri, last summer. She was then complete with all her machinery set, had steam up and the whistle blown, although still on the stocks. The present season the third one was built above Rock Island rapids, and the three have been running regularly since last spring, the wagon and pack trains connecting with them from the Columbia at Pend d'Ouille City, and from Thompson's Falls pack trains to different parts of Montana.

At Pend d'Orville City, Cabinet rapids, (known as Herron's rapids), both above and below, and at Rock Island, and at Thompson's Falls, the company have erected good build-

ings for storing freight, etc., and for machine shops, saw-mills, etc." From the Jacko to Helena, on the east side of the mountains, the travel has been considerable the present season. A number of settlers may be found along the route, and in the valleys lying to the south, southeast and southwest from the Jacko; large amounts of grain are grown, stock ranges over the fine grazing lands, and mills have been erected for manufacturing flour and lumber for the use of the permanent settlers and the mining community.

Here, then, in the heart of this supposed wilderness, 1,100 miles from the Mississippi river, and 600 from the Pacific Ocean, is a line of steamers making their regular trips on these inland waters—where, even Gov. Stevens and the officers of his exploring party never dreamt of steam navigation—giving transit to thousands of hardy miners, who scatter for hundreds of miles over the rich gold and silver fields of Montana and Idaho.

The above recited facts will show that over the most difficult portion of the Northern Pacific Railroad route, from the Rocky Mountains to the Great Western Ocean, the Columbia River and Puget Sound, there is already an almost unbroken line of settlements, steamboats running through the Coeur d'Alene (pronounced Ker-de-lane) and Bitter Root Mountains, the U. S. Mails passing every week and Wells, Fargo & Co.'s great express, making regular trips to all the mining camps in this vast region, furnishing the gold digger with intelligence from home, and all parts of the world. Farms opened, saw and grist mills in operation, and the merchants and mechanics are driving a lucrative business.

Meteorological observations of the weather made at Cabinet Landing during the months of November and December 1866, and January, February and March, 1867, show the number of days in each month that snow and rain fell, and also the temperature by open air thermometer:

IN NOVEMBER.

10 days rain.
3 days snow.
2 days snow and rain.
15 days without either.
Lowest temperature 26 deg. above zero.

IN DECEMBER.

12 days snow.
2 days snow and rain.
4 days rain.
13 days without either.
Lowest temperature 10 deg. above zero.

IN JANUARY.

7 days snow.
5 days rain.
12 days without either.
Lowest temperature 10 deg. above zero.

IN FEBRUARY.

13 days snow.
2 days rain.
29 days without either.
Lowest temperature 4 deg. above zero.

IN MARCH.

2 days snow.
29 days without either.
Lowest temperature 20 deg. below zero.

The greatest depth of snow at any time was five feet. In December there was only two days that the thermometer was as low as 20 deg. above zero; in January only 10 days; in February eight days.

March was the coldest of the five months, during which time there was eight days below zero, to-wit: one day one deg., one day four deg., two days six deg., three days sixteen deg., and one day twenty deg., and only seven

out of the remaining number that it was as low as ten deg. above, ranging from that up to nineteen degrees.

There is another important fact connected with the country over which it is proposed to run this North Pacific Railroad, and that is, its line of water communication from both east and west.

I do not mention this as being new to you or to any other friend of the enterprise, but to draw your attention to a fact connected with it, and which may have escaped your observation. It is this, that next season when the Oregon & Montana Transportation Co., get another steamer on Clarke's Fork, *the trip can be made from the Pacific Ocean to St. Louis by steamer with a land travel of only about 280 miles.* It may be a few miles more or less. This land travel includes the portages of the Columbia and Clarke's Fork, and the water travel, that portion of Clarke's lock above the Jacko, and the Flat Head Lake. I shall forward you a skeleton map showing the line.

I can see no good reason why Congress will hesitate in granting the aid required by the company in the construction of this road.

Politicians, when they speak of the money in the Treasury of the United States, call it "the people's money." Well then, if it is the people's money, those who are in favor of the Northern Pacific Railroad, who will build it, and settle along its line, and own property in it, and purchase the land along the route which will still remain the property of the Government, constitute a large share of the people, and are as much entitled to the use of the means of which they are declared the owners, as any other portion of the people. Congress has no right to show partiality in a matter of so much importance to the whole nation.

I believe that the Northern Road can be constructed for less money than any other route across the continent. It follows large and navigable rivers and extensive valleys to facilitate its construction and support settlements. It passes through a country the *whole of which is susceptible of settlement*, and which will materially benefit the route and the people. It is by far the cheapest and most practicable route, and has its western terminus of the best harbor not only on the Pacific coast but in the world, and in a direct line from Japan, Russia and Northern China to Europe, and from its eastern terminus, the head of Lake Superior, clearance can be had to any part of the globe.

If the aid asked of the Government by the Northern Pacific Railroad Company is not granted, it will not be two years before Great Britain will commence the construction of a railway through her own possessions in this northern region. The great line of railroad from Montreal to Portland to cut off the circuitous transit by the St. Lawrence, and the enlargement of the Welland Canal, with the lines of railroad or water communication direct with Lake Superior, leaves nothing wanting to Great Britain's western route from China to Liverpool but a railroad about 1,700 miles in length, from the head of Lake Superior to the Gulf of Georgia, over a route which has been ascertained to be entirely practicable.

Our Government failing to give its aid to the building of the Northern Road will result in the construction of one through the British Possessions, and give to that nation the monopoly of the trade of the Indies for all time.

Very respectfully,

R. M. WALKER,

N. P. R. R. Surveyor.

Lease of the Dubuque & Sioux City Railroad to the Illinois Central Company.

The lease is made under date of September 13, 1867, between the Dubuque and Sioux City Railroad Company and the Illinois Central Railroad Company, and runs for the term of twenty years, from October 1st, 1867. It includes all tracks, depots, right of way, bridges, depot grounds, rolling stock and other railroad property held by the D. & S. C. R. R. Co., for the purpose of operating the road. The Central Company is to pay as consideration thirty-five per cent. of the gross earnings of the road during the first ten years of the term, the rent to be paid monthly, and all taxes of every nature to be paid by the Central Company. No account is to be made for improvements made in operating the road, but new buildings, side tracks, etc., properly chargeable to construction, are to be appraised at the expiration of the term and paid for to the Central Company. During the twenty years of the lease the Central Company has the option to take the D. & S. C. R. R., and other property included in this lease, in perpetuity, paying a rent of thirty-six per cent. of the gross earnings therefor. Cases of disagreement under the lease are to be settled by arbitrators—one chosen by each of the parties, and a third by these—their decision to be final. In case the road is to be surrendered at the expiration of the lease, six months notice must be given of such intention before the expiration of the lease, and the D. & S. C. R. R. Co., will have twelve months after its expiration in which to pay for the improvements. A failure to give this notice will be construed into an election for the lease in perpetuity.

The Central Company purchases all supplies used in operating the road on hand at the commencement of the term of the lease, at an appraised value.

The lease of the Cedar Falls and Minnesota Railroad, made by the D. & S. C. R. R. Co., is assumed by the Central Company; also the contract made by the D. & S. C. R. R. Co., with the Dubuque Elevator Company.

The books and accounts of the railroad are to be kept distinct from all other operations of the Central Company, and are to be at all times open to the inspection of the D. & S. C. Company. The rolling stock and personal property, except operating supplies, depots, buildings, and real estate, taken by the Central Company, is to be returned at the expiration of the lease in as good condition as when taken.

All rolling stock necessary for the efficient operation of the road is to be furnished by the Central Company, and the operation of the road is to fully answer the demands of the business.

In case of a failure in the payment of the stipulated per centage of the gross earnings during ninety days, after notice of such failure for ninety days, a forfeiture of the lease will be worked, and the D. & S. C. R. R. Co., may re-enter and take possession of the road and property.

This lease is signed by Morris K. Jesup, President Dubuque and Sioux City Railroad Company, and John M. Douglass, President Illinois Central Railroad Company.

By resolutions of the Board of Directors of the D. & S. C. R. R. Co., dated September 24, 1867, the lease was ratified and the property ordered turned over in compliance with the terms of the lease.—*West. R. R. Gaz.*

MONETARY AND COMMERCIAL.

The discount houses report a continued scarcity of currency and consequently a close money market. The amount of currency required to move the fall crops is always the cause of a pressure on the market for discounts at this season of the year, and relief to any great extent cannot be expected until after the middle of January. Bankers exercise fully their prerogative in discriminating in favor of those who have the greatest claims upon them, and take only such paper as is perfectly satisfactory. Rates of interest to customers ranges from 8 to 12 per cent., 10 being the ruling figure.

The supply of exchange is in excess of the demand, and the market rules dull and rates are lower than they were a week ago. The quotations are:

	Buying.	Selling.
New York Exch.....	1-20@1 10c dis.	par
Boston.....	1-10c dis.	par
Philadelphia.....	1-10c dis.	par
Baltimore.....	1-10c dis.	par
Silver.....	36@34c prem	31@34c prem
Gold.....	39 1/2c prem	39 1/2@40c prem

The operations of the New York gold market is shown by the following table:

	Opening.	Highest.	Lowest.	Closing.
Nov 14.....	140 1/4	140 1/4	140	140 1/2
" 15.....	141	141	140 1/2	140 1/2
" 16.....	140	140 1/4	139 1/2	139 1/2
" 18.....	138 1/2	139 1/2	139 1/2	139 1/2
" 19.....	139 1/2	139 1/2	139 1/2	1 1/4
" 20.....	139 1/2	140	139 1/2	139 1/2

The Tribune of Wednesday says of the New York market, that money has been active on call at 7 per cent, and higher rates have been paid in the form of commissions. The demand for capital for the interior is not sufficient to account for the sudden stringency, and it is evident that artificial means have been employed to affect the money market, with a view of breaking down the price of stocks, by forcing sales. In commercial paper no change. Best names pass at 7@9, and second rate at 10@12 per cent.

Government stocks are steady with a moderate business. State stocks were firm. The share market opened steady, and was well supported up to noon, when the alarm of tight money was sounded, and magnified as it spread. As usual, week operators threw over their stocks, and upon nearly the whole list lower prices were made. At the Second Board quotations were lower, but there were no large offerings of stock and no opportunity was given to "cover shorts" as was hoped by the bears. Tennessee 6s sold down to 62 1/2, a fall of 1 1/2 per cent. All United States stocks were fully sustained. Pacific mail fell 2 1/2. Railway shares are in many cases higher than at the morning board. Late in the day prices were flat. At 6 o'clock the following quotations were current: Tennessee ex-coupon 6s, 66 1/2@66 1/2; Tennessee 6s, new, 62 1/2@62 1/2; Missouri 6s, 95@95 1/2; Canton, 43 1/2@43 1/2; Cumberland, 25 1/2@29; Western Union 30 1/2@31; Quicksilver, 16 1/2@19; Mariposa, 7 1/2@9; Mariposa Preferred, 14 1/2@15; Pacific Mail, 133 1/2@134; Atlantic Mail, 117 1/2@118; Boston Water Power, 17 1/2@17 1/2; New York Central, 112 1/2@113 1/2; Erie, 71@71 1/2; Erie Preferred, 79@79 1/2; Hudson, 125 1/2@127; Boston H. and Erie, 14@15; Reading, 95 1/2@95 1/2; Michigan Central, 109 1/2@110 1/2; Michigan Southern, 79 1/2@79 1/2; Illinois Central, 130@131; Cleveland and Pittsburg, 82@82 1/2; North-

Western 53½@54½; Northwestern Preferred, 63½@63½; Cleveland and Toledo, 102½@103; Rock Island, 94½@95; Fort Wayne, 97@97½; St. Paul, 39½@40; St. Paul Preferred, 61½@61½.

Receipts of the Western Union Railroad Company, for the week ending November 14:

	1867.	1866.	Inc.	Dec.
Freight....	\$14,777 85	\$14,946 20	...	\$208 34
Passengers...	3,457 85	3,394 70	163 15	...
Express and Tel.	570 00	250 00	320 00	...
Mail.....	375 00	379 91	.....	4 91
Totals.....	\$19,180 71	\$18,910 81	\$483 15	213 25
Decrease.....			213 25	

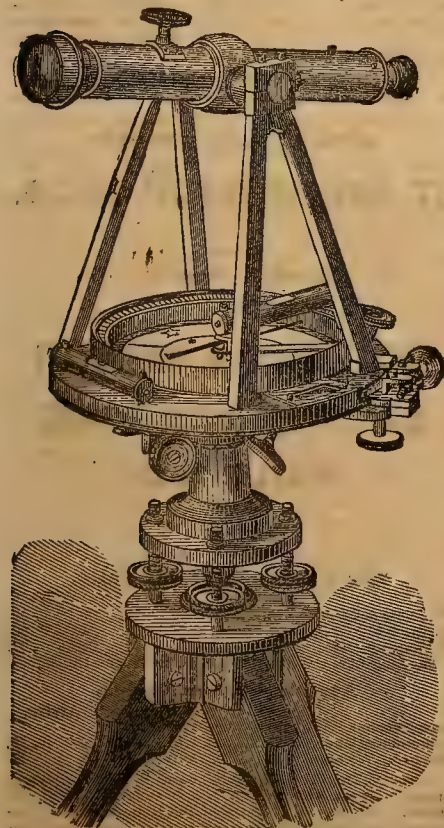
Total Increase.....\$269 90

Receipts from January 1, to Nov. 14:

1866.....	\$723 886 25
1867.....	681,539 49
Decrease.....	\$ 42,326 76

COUNCIL BLUFFS AND ST. JO. RAILROAD.—The Omaha Republican says the Council Bluffs and St. Joseph Railroad is now running to Nebraska City. By the 15th of November an additional twelve miles will be finished, and the cars will then run to Hamburg, Iowa. Track is now being laid at the rate of half a mile per day. All this on the northern end of the route. At the St. Joseph end all the hands that can be found are being employed, and grading is going forward with great and commendable activity. In eight months from date St. Joseph will be in full connection with the Pacific Railroad.

ENGINEER'S TRANSITS, LEVELS, Leveling Rods, Chains, etc.



T. F. RANDOLPH & BRO.
Manufacturers
67 West Sixth St.,
CINCINNATI, O.

SUSPENSION COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2½ inches in width, and under. For Tickets over 2½ inches in width.

SIZE NO. OF	PRICES.	SIZE NO. OF	PRICES.
NO. FORMS.		NO. FORMS.	
1 64	\$37	11 64	\$38
2 96	40	12 96	42
3 144	46	13 144	48
4 192	54	14 192	57
5 256	62	15 252	65
6 320	70	16 320	75
7 400	80	17 400	85
8 500	90	18 480	95
9 600	100	19 600	110
10 720	115	20 700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St., Cincinnati, O.

WRIGHTSON & CO.,

Railroad Printers

167 Walnut Street,

CINCINNATI, O.

HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

Way Bills,

Blank Books,

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Got out in first-class style, and at as low rates as any establishment in the country.

WM. MERCER, B. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.&D. & D.&M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

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J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati.
J. H. WELLS, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R.R., Indianapolis, Aug. 2, 1891.

THE

STEAM SYPHON PUMP

IS THE

Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.
WITH THE

STEAM SYPHON WATER-STATION

A locomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circulars and other information, address,

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THROUGH —FROM— CINCINNATI TO NEW YORK

WITHOUT CHANGE OF
COACHES!

—VIA—

Atlantic & Great Western R'y.



PASSENGERS leaving CINCINNATI by the A. & G.W.
Railway, on Saturday Morning, by the 6:00 a.m. Lightning
Express, go

THROUGH TO NEW YORK

Without Detention arriving in New York 3:15 p.m. next
day, Sunday.

2 Through Lightning Express Trains for New York,
Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave Cincinnati.....	6,00am.....	7,00pm
" Dayton.....	8,20 ".....	9,15 "
Arrive West Salem.....	1,40pm.....	4,03am
" Leavittsburg.....	4,40 ".....	7,30 "
" Meadville.....	7,05 ".....	10,15 "
" Susquehanna.....	7,30am.....	10,38pm
" Paterson.....	2,33pm.....	6,17am
" New York.....	3,15 ".....	7,00 "
" Boston.....	6,00am.....	5,00pm

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequaled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for all
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

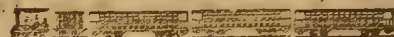
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SUTTER, Gen'l Ticket Agt. L. D. ECKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1896, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front to East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.
State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. E.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:30 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at
1:19 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

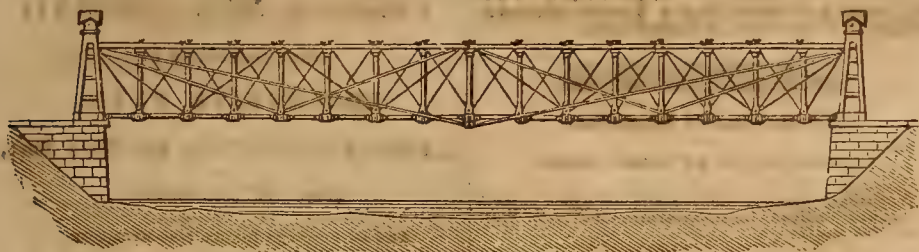
Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.
F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN.

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and railroad works to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Motor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

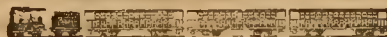
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
myll Pittsburg, Pa.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and best material, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for the celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and at a rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't. Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.

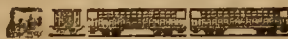
One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run CINCINNATI Time.

For all information and through tickets, please apply at the Ticket offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

L. C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Ohio, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and times shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front st.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

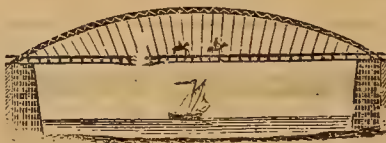
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods,

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Plates—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

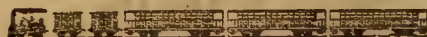
Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilmington & Baltimore RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.
Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.9 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M. and 11.00 P. M. Leave at 11.00 P. M. for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, NOVEMBER 28, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.		
	DEPART.	ARRIVE.
Morning Express.....	7:00 P. M.	6:10 A. M.
Night Express.....	6:00 A. M.	6:00 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		

Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.		
Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.
Louisville Special Train.....	3:45 P. M.	1:50 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:25 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

The Gas Question

Is again attracting a large share of the attention of the City Council, as well as of other parties directly interested in the subject. The real history of the case is hidden behind the fog and mist of party politics, by the partizan press of the city, so that but little of its intrinsic merits are understood. There are very few subjects that have not two sides to them, and this Gas Question is not an exception; some people, however, who receive all their light from the Luminary on the corner of Fourth and Vine, are like the Pennsylvania judge, who after having heard one side of the testimony, objected to hearing the witnesses for the defense on the ground that it would confuse his ideas and render it impossible for him to decide which was right. The great *Thunderer* has at last we are told succeeded in putting "the truth in a nut-shell," which it says is this: "The privilege of purchase which the City of Cincinnati has, under its contract with the Gas Company, is worth \$1,500,000." We will grant for the moment that the *Gazette* is correct in its estimate of the intrinsic value of the "privilege;" then why should they find so much fault with the stockholders of the Gas Company for taking measures to defend their legal rights, and prevent their property being sacrificed? The great *Teacher* promulgated a very beautiful theory, when he said "if any man will * * * take away thy coat, let him have thy cloak also." There are, nevertheless, very few people who like to put it in practice, unless they are to do the "taking," while the adorers of the latter class are as "numerous as the sands on the sea shore." Those who are familiar with this "Gas Enterprise" are aware that about two or three years ago a company of gentlemen offered to "take" the Gas Works and hoped to be able to do so through the agency of this very valuable "privilege," but the present owners were unable to "see it." Hence, some of these perturbed spirits have never ceased, night or day, their efforts to bring about the result whereby they could "take" not only the "privilege" but the Works also; and though disappointed in the availability of "crow-bar-law" they are still hoping and working for "something to turn up" that will give them the coveted treasure. This "ring" or "knot," have, with but a limited exception, had the free use of the press, if they have not had it under their control, and have to some extent created a popular sentiment in favor of their scheme. But even-handed justice stepped forward to prevent this wholesale wrong, so that even the "hounding on" of a popular hue and cry, has failed in its results, and the disappointed ones feel terribly sore. Hark! for a moment, at the wail of their organ, for fear the Council will make a sensible contract, whereby the people will secure their gas light cheaper than in any city in the country, ex-

cept Pittsburg. The *Gazette* says: "If this ordinance shall be adopted, the gas monopoly will be fastened upon the people of this city forever, and we shall have a corrupt money power in our midst that will be able, for all time, to control the legislation of the city." What a dreadful monster it must be! but how different would be the case if it was "my bull and your ox," instead of being "your bull and my ox." The Gas Company has really done nothing but what any sensible man would do; and although as a company it "has no soul," yet its "managers" have a duty to its confiding stockholders both at home and abroad, which, if they were to be deterred from performing by the *ipso dixit* of every passing necromancer they would certainly prove themselves unworthy of the trust reposed in them.

We have always opposed the purchase of the Gas Works by the city; for several reasons:

1st. We have a Gas Works, and always have had, of our own, that supplies our factory with a satisfactory article, and we do not wish to be taxed for what we don't want.

2d. The manufacture of gas requires skill and experience, and should not be subjected to the weather-cock changes of every adverse political wind.

3d. It is impolitic to have any more public tests than is absolutely necessary, as they engender corruption in the body politic, and fan the bitterness of political contests.

4th. The Gas Company is not a monopoly in the strict sense of the term, for more than one-half the people in using artificial light, make use of substitutes, and every citizen has the right to do the same. Therefore, let those who want the gas pay for it, the same as they do now for their coal, at the market price, and not ask those who do not use it, and do want to use it, to pay for their luxuries of light any more than for their luxuries in liquor.

5th. If those who use gas wish to fight the Gas Company, will do as we do, and as half our citizens do, manufacture their own gas, or use substitutes, the stock of the Gas Company will "go begging" at fifty cents on the dollar, and would, by all odds, be the cheapest way to get the control of the Company's property.

Receipts of the Western Union Railroad Company, for the week ending November 21:

	1867.	1866.	Inc.	Dec.
Freight.....	\$15,182 31	\$12,395 49	2,586 88	
Passengers.....	3,593 55	3,612 50		88 95
Express and Tel.....	570 00	250 00	320 00	
Mail.....	375 00	379 91		4 91
Totals.....	\$19,450 91	\$16,637 89	\$2,813 02	93 86
Decrease.....				93 86

Total Increase.....\$2,813 02

Receipts from January 1, to Nov. 21:

1866.....	\$740,724 14
1867.....	701,210 40
Decrease.....	\$ 39,513 74

Montana and the Mines.

We have received the *Tri-Weekly Gazette* from Helena, Montana Territory. It is dated the 9th of November, and to-day is the 26th; so that only *seventeen days* have elapsed since this paper set out from some town in the Rocky Mountains, till it arrived in the vicinity of Cincinnati. This is only a little more than half the time it took us, when a boy, to go from Cincinnati to New York. Thus, under our modern system of locomotion, time and distance fade away. We seem ubiquitous in space, and by the means of intelligence almost span the circle of time. But, *where is Montana?* Perhaps our readers know better than we do; but we had to look round the maps and geography pretty sharp before we could find out its location. We have an indistinct idea that Idaho once contained all that vast region, west of the sources of the Missouri, and east of Oregon and Washington. From this great territory the north-eastern portion was cut off, situated on the very mountains, and on the sources of the Missouri, and called Montana. This territory is in about the latitude of New England, north-west of Colorado, and on the summits of the Rocky Mountains. The three main forks of the Missouri, Jefferson, Madison, and Gallatin Rivers, seem to be in Montana territory. Hence, we can understand how this paper seems to have come so quickly; for the Pacific Road is now finished 500 miles west of Omaha; to the very foot of the Rocky Mountains, and looking into the *Gazette* we find Stage lines and Express lines advertised to run by the Pacific Road to Omaha. Here we begin to have an idea of what the Pacific Road will do. It will not merely do the business on its own immediate line, but it will transact the freight business of the whole vast interior of North America. Here is part of an advertisement in the *Gazette* for Wells & Fargo's Express Line.

Daily stages to and from the terminus of the Union Pacific Railroad, and the Central Pacific Railroad of California. Passengers ticketed to Omaha, Denver, Salt Lake City, Austin and Virginia City, Nevada; Sacramento, California; Boise City, Idaho, and intermediate points.

Stages will leave Helena for above points, Virginia City, Bannack, and Fort Benton, Montana, on alternate days. The Company will run an overland express in connection with their stage lines.

Here we get a glimpse of a great, new world looming up, and all of it is coming to the Pacific Railroad! Over thousands and tens of thousands of miles of new states and territories coming into being; stage lines, expresses, caravans, are all moving to meet the Pacific Railroad! When in years back, we wrote and struggled for the Pacific Railroad, how few comprehended as they can now comprehend, the extent, magnitude, and vast importance of this great overland road. The world has never seen and may never see

again a work so gigantic in its consequences, and so beneficial to the commerce of the world. But, let us look at Montana. The *Gazette* has been found with a copy of the Surveyor General's Report, and we presume long before, Congress will be favored with that document. From that we take two or three extracts, to show the condition of affairs there. One thing quite difficult for the Surveyors there was, to find in the midst of great mountain ranges an *initial point*, from which surveys could be made. Of this, the Surveyor General says:

The point finally selected, after a thorough reconnaissance and many trials, is on the summit of a limestone hill about eight hundred feet high and about twelve miles south-west of the junction of the three forks of the Missouri river.

By the agricultural resources of this region we confess to be completely surprised. We know that the wheat lands of Oregon and Washington are of surpassing fertility; but we had no idea of finding such fertile lands on the eastern slope of the mountains. The Report says:

"I find the land in the valleys suitable for cultivation to be first-rate and unusually fertile, almost every variety of the cereals yielding abundantly. * * * The soil of the table lands is of fine quality, and it has been ascertained that the crops in such localities are more certain and quite as abundant as those produced on the low lands of the valleys. I believe that fully one-third of the entire area of the Territory is susceptible of profitable cultivation." There are settlements in the Bitter Root, Deer Lodge, Hell Gate, Round, Big Hole, Beaver Head, Stinking Water, Jefferson, Madison, Gallatin, Boulder, and Prickly Pear valleys, and the Missouri valley from the Three Forks to Helena, and the arable lands of these valleys, by careful estimates, is placed at nine thousand square miles. Natural roads, in most instances equaled only by the best improved roads of the States, lead from the different valleys to the cities, towns, and mining camps. "A ready home market is found for the produce of the ranches and dairies, and the supply of the different kinds of grain is no doubt sufficient for the wants of the population, until another crop is raised."

There are already one hundred, and sixty-six thousand acres of land under cultivation. The grazing lands, the report says, are of great extent and good quality.

In respect of population, the report says: "I may be safe in estimating the entire population at forty thousand, and it is confidently believed that it will reach sixty thousand in 1868 should there be no Indian troubles along the overland routes. * * * The class of citizens who are coming into the Territory are generally those who intend making it their homes. Hence many families are coming and settling up the different valleys. The farming population is fast increasing, and a great number of miners find it profitable to devote their time to agriculture."

Two passes over the mountains are mentioned; neither of them exceeding six thousand feet above the level of the sea.

Bituminous coal has been found in tributaries of Madison River, and some iron veins.

As a mineral territory, Montana abounds in both silver and gold. The report says:

Of the gold mining region,—

Argentiferous galena was first discovered in the Territory by Prof. Eaton, of N. Y., on the Rattlesnake, opposite Argenta. About the same time silver was discovered on the head of Prickly Pear, near Beaver town. Subsequently ores containing both gold and silver were discovered near Virginia, on the Jefferson, the Prickly Pear, Ten Mile and the Boulder, and also in the vicinity of Helena. "The most recent discovery is on Flint creek, a tributary of the Hell Gate, where a district has been found abounding in silver lodes, the assays of which have been of astonishing richness. Great activity is exhibited there in prospecting, developing, and building mills and furnaces. Many furnaces are being put up in different parts of the territory."

"The first gold bearing lode of this Territory was discovered at Bannock in 1862, and called the Dacota. Its surface indications were extremely good, which stimulated prospecting, resulting in the discovery of many valuable lodes in that part of the country. Several mills have been erected and are now at work on rock taken from these lodes."

* * * Several thousand lodes have been discovered in Madison county. There are a large number of mills in this county, either in operation or in process of erection, and the results thus far have been generally satisfactory. At Summit City, eight miles above Virginia, gold quartz mining is extensively carried on."

These accounts of Montana Territory are certainly wonderful, and had they been related in former periods of the world, would have been put among Fairy Tales.

We may stop here to contemplate something of that great revolution now enacting in the centre of North America. In January, we are told, the Pacific Railroad will have reached Evans' Pass, on the summit of the Rocky Mountains. On the north of that lies Montana; to the south lies Colorado. Connecting these, Wells & Fargo are now running stage lines. Thus we see, that the country, which was yesterday a wild and savage land, will to-morrow be traversed by great lines of commerce. The Central Pacific of California has now passed the Nevada range east. It will soon be going through the Valley of Humboldt River, and somewhere in the Great Salt Lake region, the East and West branches of the Pacific will meet, about the year 1870. How soon will this great work be completed, and the great current of commerce between Europe and China be turned over the continent of America? And what then? Branches to this great trunk line will be made on every side, and the whole interior continent will be connected with the great central line. Nor is this all. There will be a Northern and a Southern line. Thus the interior valleys will be all connected, and at three or four points. The great mountain chain will be crossed by trunk lines, which will be like the Mississippi and the Amazon rolling over the continent the commerce of a hundred States, and binding ocean to ocean and nation to nation, till America teems with countless millions of people.

The Pacific Railroads.

[From the N. Y. Herald, of November 22, 1867.]

In pushing the Pacific railroads westward they have finally reached points where it is absolutely necessary to decide upon the routes to be taken, in their further extension. Heretofore there has been much hesitation evinced in this particular on the part of the various companies. This is especially the case with the Union Pacific, which is now running to Cheyenne Wells, near the base of the Rocky Mountains. The gradients directly westward from the above point are very heavy and the curves necessarily very sharp. This is owing to the fact that a direct line cuts the water courses at nearly right angles, while, as a general rule, all railroad lines should seek routes parallel with the rivers that they may be easier of construction. Owing to this rule we now see the Eastern division of the Union road tracing its grand trunk line far to the southward, making a great bend at Cheyenne down toward Santa Fe, and in New Mexico, turning westward again to seek an easy route on the thirty-fifth parallel of latitude. Finally it reaches the mountain valleys of California which run parallel with the Pacific coast. Thence up one of these it is proposed to reach San Francisco. It is evident, however, that the first point that it reaches the Pacific will be at Guaymas, on the Gulf of California, this being one of the contemplated branches of the Union road. This branch has many advantages. It is a saving over the route above named to San Francisco of at least five hundred miles, while the gradients, the curvature and the extreme ease of construction are such as to leave it without a competitor. This is owing to the fact that the whole road down through Santa Fe to the California gulf will be much like the route across the Plains, winding as it does down the river valleys and through a very rich country, especially in Sonora. This route has also—it appears from our Washington news—become a great military necessity to our government. The Mexican government has lately conceded to us the right to transport army stores from Guaymas to our Western territories bordering Mexico. It will effect a saving of seventy-five per cent in cost over our present tedious method of land carriage.

Wherever we are to have a Pacific railroad let us have it quickly. The wants of the country for such a road are numberless. If San Francisco can be first reached, it is well; if San Diego or Guaymas first, we are agreed. The shortest and quickest route to the Pacific—that is what we want; for we have upon the Pacific slope of North America interests which should not be neglected. There are interests, too, beside those which arise from the intrinsic value of our territorial possessions—they are those which have their birth in the vast East India trade which faces the Pacific slope of North America. There is not a foot of our coast there that can fail to reap immense wealth from the Asiatic trade, and the sooner we finish our Pacific lines the quicker we shall reap these national blessings. We should not, however, confine our efforts to a single route, nor should our government show any preference in granting favors. Four great trunk lines should be pushed through immediately. By doing so we shall bind the country closer together, shall settle at once and forever the very expensive Indian question, and do more towards construction than can be done by the politicians in a half century of demagogic labors.

The Herald takes the true national view of

the importance of the speedy construction of the Pacific Railroads, and of the effect it will have on commerce, as well as on the various political and economical questions of the day. That there is to be but one sea port on the Pacific coast is but sheer nonsense, but that San Francisco will always stand pre-eminent as the great depot of trade on the Pacific, can no more be doubted, than that New York will hold its high position among the cities of the Atlantic. If, however, a railroad had been constructed to any other point (Guaymas for instance) five years in advance of the one to San Francisco, the contest for the position of the chief city of the Pacific might have been more even. There are really three great routes to be made, the Northern, from the head of Lake Superior to Puget's Sound and to the mouth of Columbia River; the Union, from Omaha, via the North Platte and Sweetwater Rivers to the South Pass, Salt Lake City and thence to San Francisco; the third is the Union Pacific, E. D., which is now pointing towards Santa Fe and Albuquerque, from whence it should fork, one branch going down the Rio Grand, via El Paso to Guaymas, while the other should go by the Zuni Pass to the Zuni Pueblos and over the tablelands South of the Little Colorado River to the Colorado River, where it should again branch, one line going to San Diego, while the other goes via the Agua de Thomaso, Walker's Pass of the Sierra Nevada, and on the East side of Lake Tulare, up the great valley and through the St. Juan Pass of the Coast Range, and on to San Francisco. The distance between Baltimore and San Francisco by this route, will be about the same as between New York and San Francisco, via Chicago and Omaha and will have the advantage over the Omaha route in wood, water, agricultural and mineral resources, but more especially in freedom from the obstruction by the snows of winter. By this system of roads to the Pacific, our whole unoccupied territory will be alike developed, the government will be placed within immediate and easy access of all our rich and valuable possessions, territories and Sister States, and the trade of a sea coast more extensive and equally valuable with that on our Atlantic shores, as well as the commerce of Asia and the Pacific Islands and the west coast of South America will seek and pass over these wonderful avenues of trade and render us the arbiters in the trade of the world. Nothing can prevent the consummation of so glorious a future, unless Congress should so far lose sight of the imperative necessities of the age as to omit to make such provision as will ensure their construction and leave them in the woods to starve, without beginning and without end. We have no fears but that the good sense, foresight and justice of Congress will do all that is proper in the premises, and the most glorious dreams ever entertained of the future of our country will be fully realized.

Northern Michigan Railroad.

In the passage of the law by Congress, providing for the construction of the Union Pacific Railway, the aid for the Northern Pacific, at the Eastern terminus, ceased at the Western boundary of Michigan. This leaves an immense gap entirely, through government lands, unprovided for, before the traffic of the Northern Pacific reaches the bounds of civilization, which it was expected private enterprise would bridge over. It can not, however, be expected that, individual capital can ever be obtained for such a purpose. Neither would it be desirable that the government should, by any oversight, allow the traffic on all the great trunk lines of railroad to the Pacific to be forced as it were through a funnel to any one locality or over any particular system of roads now existing in the older States. It should rather be the policy of the government to develop as far as possible its own territory, as well as disseminate the benefit of the immense trade of the Pacific through as large an area as possible, consistent with natural routes and avenues, so that the entire country may share alike the advantages arising from the expenditure of the people's money, as well as in the improvement of the people's domain.

Of the outlets for the Northern Pacific Railroad and the efforts hitherto made to prepare to divert this trade from its natural channel, by the farseeing and grasping corporations both of our own country and Canada, the *Saginaw Enterprise* says:

"Only three possible routes exist, by which the road can find its way from the head of Lake Superior, east to the Atlantic, viz: By the way of Chicago, around Lake Michigan; across the Straits of Mackinaw, by the way of Saginaw and Detroit; or by crossing at the Sault, and passing through Canada to Montreal, thence to Portland and Boston. This last route, it is understood the England Company favored, as it would intersect no commercial point in the States, between Superior, and Portland and Boston. An effort was made by this company (the Northern Pacific) in the 39th Congress to induce the government to guarantee its bonds, for \$16,000 to the mile; the company giving a mortgage back as security on one-half of the lands. But the measure failed in the House, by eleven votes.

Mr. Driggs, as we are informed, and the rest of the Michigan delegation, voting against and opposite the same, on account of the refusal of the Company to designate Mackinaw as a point of crossing. Mr. Driggs having attended a meeting of the Company in Boston, (where he learned the probable intentions of crossing the Sault,) we think very properly used his influence in defeating government aid to any such possible scheme. After the defeat of this bill in Congress, the control of the franchises of the Company passed over to the interest of Chicago. Mr. Ogden, of the Chicago and North-western Railroad, being elected President; the President of the Pennsylvania Central, Vice-President; and prominent railroad men of Indiana, Directors. This, it will be seen at a glance, brings a powerful influence to secure the route by Chicago, which is from 150 to 170 miles further than the natural route by Mackinaw, Saginaw and Detroit,

connecting at Detroit and here with all the present system of railroads, south and east. To counteract the influence of Chicago, which has already secured the control of the Union Pacific Railroad, in its efforts to force the Northern Pacific from its legitimate and natural route east, to Chicago, and around the southern end of Lake Michigan, from which points it would follow the same parallel east, as the Union Pacific, and cease to be a Northern Pacific Railroad, which Congress intended it should be, it is proposed to organize a company under the laws of the State, to build a railroad from the Straits of Mackinaw, to Montreal River, near the head of Lake Superior.

When this organization is completed, it is proposed to ask Congress to adopt this line, and to extend the grant of land to the Northern Pacific Railroad, to the Straits of Mackinaw; and also to guarantee the bonds for \$16,000 to the mile from Mackinaw west.

This, it is thought, can be done, as New England will support this route in preference to Chicago, and the support of all the States which opposed it before, will be secured."

The organization of the company to construct this road was completed by the selection of the following gentlemen as directors:

Hon. Erastus Corning, Albany; General H. H. Baxter, Rutland, Vt.; Thomas Swinyard, Hamilton, Ontario; Nathaniel Thayer, Boston; Henry S. Welles, New York city; E. B. Ward, Detroit; Henry H. Crapo, Flint; Hon. Roswell Hart, Rochester, N. Y.; Orlando M. Barnes, Mason, Michigan.

The extent of work to be done, is about three hundred miles from Montreal River to the Straits of Mackinaw, and about one hundred and sixty miles more to Saginaw, and passes through the counties of Saginaw, Gladwin, Ogemaw, Roscommon, Crawford, Otsego, Sheboygan, Mackinaw, Schoolcraft, Marquette, Houghton and Ontonagon. The line of the Flint & Pere Marquette road will be followed to the vicinity of Houghton Lake in Roscommon county. From this point the two roads will diverge, the Flint & Pere Marquette passing to the northwest and the Northern Michigan running due north to the Straits of Mackinaw.

North from Saginaw the Flint & Pere Marquette road has been completed during the present season to Midland, a distance of about 26 miles. During the next season the two companies will unite their energies and resources to build the road to the point of divergence, a distance of about 40 miles north of Midland.

The *Detroit Post*, speaking of the importance of the proposed Northern Michigan Railroad to the State of Michigan and the city of Detroit, says:

"That it cannot be over-estimated, especially has Detroit a vital interest in this matter, and it is high time that our citizens were waking from their lethargy. Nature has done wonders for the 'City of the Straits,' but if her capitalists persist in the supine policy which has been hitherto pursued, there is imminent danger that those splendid advantages will be neutralized by the enterprise of ambitious rivals, and the golden opportunity be forever lost. In a very few years not only immense agricultural surplus of Minnesota and northern Wisconsin, but the vast mineral wealth of the region along the line of the Northern Pacific Railway, will be brought to the head waters of Lake Superior

on its way to the markets of the world. The question to be solved is whether our citizens will be content to see the great bulk of this commerce merely float by their doors during the season of navigation, and pass around them one-third of the year, enriching our cities outside of its direct track.

The interest of all New England, New York city and State, the New York Central and Grand Trunk Railway Companies are sufficient to warrant the speedy building of the Northern Pacific road. At any rate a road from Superior City to the Mississippi River will be completed within two years. Another from Superior City to the Red River country may be set down as certain to be built within the next five years. With the completion of the Michigan Division of which we have been speaking Detroit is on the great high road of commerce between the Atlantic and the Pacific, and her greatness is ensured for all time to come."

NORTHWESTERN RAILWAY TACTICS.—The "first fruits of the lease of the Winona & St. Peters Railroad by the Northwestern Company were borne down the river yesterday in two barges containing 20,000 bushels of wheat loaded at Winona. The wheat was taken to Savanna, and will be carried to Chicago over the Northwestern road. Two more barges will be down to-day, and their is no telling how many more will follow. This lease will seriously affect the grain business of roads that have carried millions of bushels of wheat which reached the river from the interior of Minnesota, and were loaded at Winona. The La Crosse & Milwaukee and the Milwaukee & St. Paul Railroads will have reason to lament the lease in the loss of so extensive a grain business. The Central will be somewhat affected, though not to so large a degree.

What changes this new arrangement may cause in steamboat interests next season, will be ascertained in due time. It is not unlikely that a line of steamers with plenty of barges will run direct between Savanna, Dubuque, and Winona and St. Paul next year, backed by the Northwestern Company. If this result is reached, lively times may be expected on the river, and a competition most profitable to farmers, merchants and shippers in the regions above us, tributary to the river, will ensue.—*Dubuque Times*.

THE CUMBERLAND GAP RAILROAD.—At the late annual meeting of the stockholders of the Norfolk and Petersburg Railroad, the following resolution was adopted:

WHEREAS, We, the stockholders of the Norfolk and Petersburg Railroad Company, as such, and especially as citizens of the State of Virginia, and as residents of her port, esteem a connection direct by rail with Cincinnati, Louisville and St. Louis (as we now have to Memphis), trade centers of the Great West, as of the first importance to every interest: and

WHEREAS, The completion of the Virginia and Kentucky Railroad to Cumberland Gap, presents the most direct line, and the easiest and readiest of accomplishment for the establishment of such connections and relations, therefore,

Resolved, That we offer to our friends with us concerned, in the completion of the Virginia and Kentucky Railroad and to the people of the West, a determined assurance on our part to aid and further the completion of the road to Cumberland Gap as speedily as possible, by every means we can command.

St. Paul and Chicago Railway.

REORGANIZATION OF THE COMPANY.

(From the Western R. R. Gazette.)

We are happy to learn that the negotiations that have been pending for some days between the St. Paul and Chicago Railway Company, and the representatives of the Chicago and North-western Company, were brought to a favorable termination yesterday. The Board of Directors of the St. Paul and Chicago Company has been reorganized by the withdrawal of four of its former members, and the election in their places of capitalists connected with the Chicago and North-western Company. The Board has also been increased in number from eight to nine. The new directors are the Hon. Wm. B. Ogden, of Chicago; Lowell Holbrook, Esq., M. L. Sykes, jr., Esq., and Mr. James R. Young, of New York City; and John Farrington, Esq., of St. Paul; so that the Board now consists of the following members:

Hon. EDMUND RICE,	Hon. WM. B. OGDEN,
J. E. THOMPSON,	LOWELL HOLBROOK,
E. A. C. HATCH,	M. L. SYKES, jr.,
Hon. HENRY M. RICE,	JAMES R. YOUNG,
JOHN FARRINGTON.	

This change secures the addition of a large amount of foreign capital to the company, and secures the completion of the road at an early day, provided the amount of local aid along the line, which has been promised, is promptly furnished. The present financial condition of the country is favorable to the construction of railroads, and every advantage that can be derived from this state of things, will be applied to this important work. It is absolutely necessary, however, that the people of the localities interested should put their shoulder to the wheel, and that they should not, from the new and more promising condition of the affairs of the company infer that the road will build itself.

The officers of the company remain as heretofore:

President—Edmund Rice.

Secretary—Henry Acker.

Treasurer—J. E. Thompson.

Attorney—H. F. Masterson.

Chief Engineer—Wm. Crooks.

The above is a land grant road and its lands are among the best in the State of Minnesota; nevertheless, notwithstanding its lands may be sufficient to construct the road, yet it requires the use of capital to build the road before the lands are marketable. The company, we believe, had experienced some difficulty in negotiating their bonds at the East, where the value of their land security was but imperfectly understood, hence the new arrangement with the North-western will be beneficial to both parties. Of the character and value of the lands of this company, a letter from Mr. EDMUND RICE, the President of the Company says:

Parties understanding Western swamp lands, and particularly those of Minnesota—a State that turns her attention to grain, and in consequence the hay crop is most valuable—know that they are more valuable than lands granted in alternate sections along the line of the railroad. This company selects their grant from four millions of acres, and every selection will be first class hay lands, every acre of which is and will be capable of paying the interest on \$150 per annum, by cutting and curing the hay thereon.

Governor (now United States Senator) Ramsey, in a letter to us, states that these swamp lands are far more valuable than those of any other class in the State; and are, owing to the dryness of the climate, the only natural mowing or hay lands; that he himself is leasing such lands at \$2.50 per acre, which yields him a larger rent than his best wheat lands.

T. T. Mann, President of the Minnesota State Agricultural Society, estimates that we can obtain from \$20 to \$30 per acre, or eighteen to twenty-seven millions for the grant. Hon. Charles McElrath, State Auditor, estimates officially that we can get \$1,800,000 for our first 179,200 acres, which we get on the completion of twenty miles, and \$5,000,000 for the whole grant.

Messrs. Mann and Ramsey, I suppose, argue that whatever will pay the interest on \$150 so steadily and safely as hay, ought to bring one-fifth of what it pays revenue on; and their calculations are not probably far out of the way. We have about 16,000 acres that we shall get in our first allotment, which we can sell at once at \$50 and upward per acre, one-fourth down and the balance in annual payments for five years with seven per cent interest.

To verify our Engineer's estimate, the friends of the Chicago & North-western Company calculate that our line will swell the North-western's receipts \$20,000,000 per annum.

PEORIA & ROCK ISLAND RAILWAY.—At the stockholders' meeting recently held at Bureau Junction, (400,000 worth of stock being represented,) the following Directory was chosen: W. R. Hamilton, V. Dewein, W. F. Bryan, H. T. Baldwin, W. H. Cruger, Peoria county; O. E. Page, Amos Gould, M. B. Floyd, Henry Co.; George H. French Davenport.

Previous to the election the gentlemen composing the Board of Directors signed a pledge to expend no money beyond that necessary for a survey of the route, until sufficient stock is taken to grade, bridge and tie the road, and additional funds are assured for its completion. It is the intention of the Directors to have the route between Peoria and Rock Island surveyed at once. Two or more lines will be run, and upon the report of the engineer and the encouragement given by those living on competing lines will depend the final location. The surveys being made, the balance of the subscriptions necessary to start the work will be made up and the line put under contract as early next spring as it is possible to do the grading.

The Directors at a subsequent meeting in Peoria, elected the following officers: Dr. Wm R. Hamilton, President. Mr. O. E. Page, Vice President, and Mr. V. Dewein, Treasurer and Secretary. A committee consisting of Messrs. Gould and Bryan, was appointed to draft a code of by-laws and the President was authorized to employ a corps of engineers and have the routes surveyed at once.—*West. R. R. Gaz.*

The comparative, approximate earnings of the Marietta & Cincinnati Railroad for the third week in November, were as follows:

	1867.	1866.
Passenger.....	\$7,821 00	\$8,031 00
Freight.....	22,578 00	15,067 00
Mail, Express and Telegraph.....	1,850 00	1,200,00
Total.....	\$32,249 00	\$24,298 00
Total this month to date.....	\$92,934 00	\$72,964 00
Total since 1st of January.....	\$1,115,877 00	\$1,037,175 00

The Pacific Slope and Its Resources.

BY BISHOP E. THOMPSON.

The lovers of our country and her material progress will not fail to take pleasure in viewing the following pen sketches of her glorious future, as drawn by the Rev. Bishop THOMPSON, of the M. E. Church, at the opening of the California Conference, at Santa Clara, September 18, 1867, as reported for the *Western Christian Advocate*. We abstract from the address those portions only that refer to the present and future material condition and prospects of this portion of our territory; the lines of the picture are bold and strong, and evidently drawn by the hand of a master, while the coloring is such as could only be imparted by an enthusiast.

The Pacific Slope is remarkable.

1. In extent of territory. It contains, including Alaska, 1,674,042 square miles. This area is nearly twice as large as that of the United States at the adoption of the Constitution, and nearly double that of all the kingdoms and empires of Europe, Russia alone excepted. It is more than any government in Asia possesses, if we leave out the peninsula of India, the barren wastes of Asiatic Russia, two-thirds of which is covered with perpetual snow, and empire of China, which contains almost half the human race. It is more than any division of Africa, except Ethiopia, and the great sand wastes of Sahara; and larger than any in South America, save only the Empire of Brazil. It may be thought we claim too much for the Pacific Slope, but all the States and Territories I have counted are drained either in whole or in great part by affluents of the great Western Ocean.

The Ocean States and Territories—Alaska, Washington, Oregon, and California—alone contain over 892,000 square miles—more than the united areas of the New England, Middle, and Western States; and are about equal to France, Great Britain, Germany, Prussia and Austria, put together, although these support 160,000,000 of people.

Massachusetts is a great State, but it would require twenty such to equal California. Great Britain is a wonderful country, and has great influence upon the destinies of the world, but we could find room in California for it, Ireland, and the smaller British isles, and have 36,000 square miles to spare.

These Pacific States are rivited together by parallel ranges of mountains, running from north to south, cemented by the crystal streams of the Colorado and Columbia, whose arms interlock in the rocky chain; and placed under bonds to friendly intercourse, as well by the varied productions of the fertile valleys of the coast, the rugged plateaus of the eastern borders and the deep basins between, as by their protuberant coast line, which affords safe avenues to foreign commerce only through two harbors, though these are among the best in the world.

2. In productive capacity. Alaska and Washington Territory abound in timber and fish. Oregon produces the various species of pine, fir, and hemlock, the gigantic cedar, the lofty yew, the graceful maple, and different kinds of poplar, alder, and oak.

California, once supposed to be barren, yields the finest cereals and fruits in the world. The Nevada and Utah basins, once set down as treeless, have their canyons of birch ash; their

creeks lined with osier willows, their mountain slopes clothed with nut-pine and arbutus, their rivers bordered with cotton-wood, their mountain pastures, and their fertile tracts, which yield abundantly upon irrigation.

Though the plateaus between the Cascade and Rocky Mountains, no less than the mountains themselves, have been thought too dry either for pasturage or cultivation, yet the mining regions already furnish a great abundance of the necessities of life.

The whole slope abounds in animal life, over its plains and hills wild herds roam, in its streams and inlets the finest fish multiply, in its rocks are stored sulphur, quicksilver, copper, together with iron, the great agriculturist; sandstone, the great builder; coal, the great manufacturer; limestone, the great fertilizer, while it yields annually over \$100,000,000 of the precious metals, and during the last eighteen years has added \$1,113,933,000 to the world's stock of gold.

True, the country has its disadvantages—mists and fogs, and occasional earthquakes, on the coast; cold Winter days and hot Summer ones in the great basins; unseasonable frosts, and occasional sand storms in the Colorado desert; too little rain on one side of the mountains and too much on the other; yet nature, ever kind, has given compensations. There are here no inaccessible heights and impassable chasms preventing intercommunication; no destructive volcanoes or earthquakes; no unhealthy coasts forbidding the settlement of the white man. Thunder, lightning, siroccos, and hail are rarities. The climate in general is healthful and bracing. Steilacoom has the same average temperature as London, Sacramento as Naples, Fort Reading as Jerusalem, and the whole slope exceeds that of the Atlantic in equability of temperature.

3. In its population. With the exception of 60,000 Chinese, a few Africans and Malays, and some tribes of Indians, the population is chiefly of the best races—Caucasians, Americans, English, German, French, and the elect of these—men of intelligence, enterprise, perseverance, and adventure. The very fact that they are here, is proof of these qualities. We find additional proof in the progress which the country has made in wealth, discovery, and science; in the schools, colleges, and churches; in the newspapers, libraries, telegraphs, and railways; in the cities, villages and mansions, that we see on all sides; in the extension of commerce, the establishment of manufactories, the improvement of agriculture, the increase of refinement, and the establishment of institutions of benevolence and humanity.

To many it is surprising that the population of the Pacific States and Territories is not greater, for it does not exceed a million. But when we consider the remoteness of the country from the centres of civilization, the expense and danger of the journey hither, the extent of unoccupied soil on the Atlantic Slope, the disturbances of our late civil war, and the high price of every thing on this coast, we are astonished that in the short period that has elapsed since the acquisition of the greater part of the country, so great an increase of population has occurred. Verily, an empire has been borne in a day. Does the world's history present a parallel? Has ever a city except San Francisco been known to go from 500 inhabitants to 70,000 in a single decade?

4. In its prospects. What will this region be soon?

1. It is not improbable that its area will be enlarged. May we not, by getting British

Columbia, extend our territory in an unbroken line from Mexico to the Arctic Sea? How natural, when one has four volumes of work in five, to desire the fifth! Moreover, we shall need a large city on Puget Sound, and Victoria is the place for it. The people of that region are not averse to annexation; and although Great Britain is covetous of land, and may desire an outlet to the Pacific for her transmontane American possessions, yet she can derive no advantage from British Columbia comparable to that which it would confer upon us. It is not at all surprising that our Government is already negotiating for it, and if she can obtain it by canceling the claims for damages to our commerce during our great rebellion, each party will make a good bargain. While we enlarge our territory by 220,000 square miles, England will gain security to her commerce in the future wars in which she may engage and advance the interests of the Anglo-Saxon race.

Since Mexico is a little in our way, and the Colorado and Gila may ere long be important tributaries to commerce, and we must have a railway across the continent on a more Southern route than the Central Pacific, and since Americans have been bargaining for the peninsula of California, and in order to get a good port on the Gulf, it is necessary we should own the opposite shore as far down as Guaymas, it is not unlikely we shall get it. But if Mexico spare Sonora, she may as well spare all the rest; and to this result many suppose things are tending. We would do no injustice to our sister Republic. She achieved independence in 1810, and abolished slavery in 1818; but it seems clear that she has neither the education, the morality, nor the self-respect necessary to a republic; and her incapacity to prevent frequent revolutions, give security to property, adequate revenue to the treasury, fulfillment to treaties, or protection of life even upon the highways, has demonstrated this. She would derive immense advantage from annexation to the United States. Should this give to Mexico stability of government, popular education, protection of person and property, and the enterprise necessary to substitute railroads for its mule paths; give capital and skill to its mines, intelligence, machinery, and energy to its agricultural industry, due attention to its pearl fisheries, whaling coasts and salt-beds, activity to its commerce and intelligible, Scriptural worship to its temples; what treasure of silver, and science, and song, would flow down the mountain slopes, and over the two oceans, from regions that now contribute little to the wealth, the wisdom, or the worth of the world? Many may object to such annexation as it may be thought dangerous to our Government to admit 8,000,000 of people, consisting—with the exception of a few degenerated Aztecs and Creoles—of Indians, negroes, and meztizoes, without learning, morals or enterprise; speaking a different language, and having so far as they are Pagan, a different religion from ours, and so far as they are Christian, a very imperfect form of faith, to an equal participation with us of our fair inheritance. Well founded as this may appear, if we succeed, by means of churches, schools and ballot-boxes, in transforming four million African slaves into industrious, intelligent, prosperous and patriotic Americans, we shall feel ourselves competent to a still larger task of the same nature.

Add British Columbia and Mexico, and we should have west of the great spine of the country, over two millions of square miles and five or six millions of people. Mark, we do not say that these additions *will be made*,

or *should be*; but when we consider that since 1789 we have increased our area of 826,680 square miles, by the purchase of Louisiana, 889,600 square miles; by the purchase of Florida, 59,268 square miles; by the acquisition of Oregon, California, New Mexico and Arizona, 1,215,907 square miles, and by the purchase of Alaska, 570,000 square miles, that the Americans desire for land, and anxiety to exclude monarchies from the continent, has been sharpened by success; that our capability to acquire territory, and confidence that we can preserve it, has been increased by recent events; that acquisition of National territory gives power and eclat to the party and Administration by which it is gained; we can not consider the supposition that they *will be* at all unreasonable. Let us pray that if they should be acquired, it may be done without war, dishonor or disregard of the parties interested. That the population of this region must soon be *greatly increased* is beyond question. From the East a steady stream will flow hither, while another, if not greater current, may be expected from the West. It must be that the opposite coast drawing nearer and nearer to us, by improved methods of navigation, and already within twenty five days' sail, shall send its surplus people here. The 450,000,000 of China; the 30,000,000 of Japan, and the 180,000,000 of India, are through commerce, schools, and missions, both losing their aversion to emigrating and learning the advantages which America affords.

If Europe since 1790 has sent to the Atlantic slope, 5,500,000 what may not Asia send to the Pacific in the next half century, considering that her population is so much larger, and the attractions here are so much greater? The Atlantic States, from 1770 to 1860, increased their population from 3,929,000 to over 30,000,000; what increase may we expect for the Pacific? Many persons think this country will not be rapidly filled up. Some cry out against the fir forest, on a thousand acres of which an ox would starve; others against the fern, which can not be subdued; others against the dryness of the soil, and the heat of the climate. But increased population will cheapen the labor of clearing the forest; increased toil and skill will eradicate the fern; improved methods of irrigation will increase the productiveness of the intervening plateaus. What though the mountain States be an Asiatic Turkey, or Persia, or Arabia, these States have above a hundred square miles more than the first, which sustain 16,000,000 of people; and above 200,000 square miles more than the second, which contains 10,000,000; and nearly as many square miles as the third, which sustains 12,000,000; and long ere the grumbler's epitaph is worn away, more than that number will pasture flocks upon their slopes.

As to the region between the coast and Cascade ranges, and especially California, we may confidently say; that country where the sea teems with trout, and the streams with salmon; where the largest carnivorous quadruped in the world roams the mountains, and the largest bird of the continent soars in the sunlight; where the plums are without curculios, the wheat-fields without weevil, the farms without need of barns, and coconeries without fear of storms; where the ox needs no fodder, the ass no crib, the calf no stall, the lamb no shepherd's care; where the bee yields more honey, the worm more silk, the kine more muscle, the sheep more wool, the vineyard more wine than any where else; where the olive and the apple grow side by

side, and the fig-tree and the pear, and the peach and the pomegranate intertwine each other's branches; and the rose opens its petals both with the earliest tulip and the latest dahlia; and Christmas is as fragrant as May day; and annuals become perennials, and perennials become evergreens, and exotics become naturalized; and the Winter wheat of one year becomes the Spring wheat of the next; and trees that, had they grown on Mt Olives, might have witnessed the Savior's agony, and accompanied him three hundred feet into the fields of light, still flourish; where the rocks are rich in treasure, and rivers roll down golden sand; where nature moves even volcanic forces in most poetic moods, and molds caves and chasms; and bridges and cataracts, into forms so sublime and picturesque as to make even the atheist pray, and the mathematician tune the lyre; where the refreshing nights of the temperate zone, married to the luxurious days of the tropics, make the outgoings of the morning and evening to rejoice; where dimes are despised, and coppers unknown, and postal currency is a curiosity, and greenbacks are sold by the package; and rich men are democratic, and poor men aristocratic; where, withal, property is protected, and intelligence diffused, and Christianity adopted, must needs fill up with people.

Let but the Pacific Railroad be completed, and over our American Persia, and through our American Arabia, will the iron-footed, fire-breathing horse bring a steady stream of life to our American Palestine. Floods of population will come over the ocean also. Vain and silly to oppose them. The saying of the Pilgrims, "The earth is the Lord's; the Lord hath given it to the saints; the saints are we," is too narrow for the times. When our continent is thronging with people, it has a right to send its surplus to the unoccupied lands of another. Upon this principle we may rightfully demand that the Indians shall no longer use a needed continent for a hunting-ground, but turn to the pursuits of a civilized life. It is the interest as well as the duty of a sparsely-settled country to welcome honest laborers from every quarter. Every inhabitant is rendered richer, and every acre more valuable, by their coming. It is computed that every emigrant adds from \$600 to \$1,000 to the wealth of a State. There are lands in Oregon to be bought for a trifle, though similar lands in Illinois are worth \$100 an acre. Why this difference? The latter State has what the former lacks—a supply of laborers. It is by the incorporation of industry with matter that is rendered valuable, and especially of intelligent industry.

PREVENTING RAILROAD COLLISIONS.—A correspondent of the *Mechanical Magazine* proposes a plan whereby every train on the track shall communicate with another, before or behind it whenever two approach within a certain distance. Electricity is the means employed, the engines of the trains carrying batteries, one wire from which connects with the engine bell, the other connecting with the earth. Light insulated supplemental rails, made in continuous lengths of two miles each, are laid by the side of the main rail, so that the tire of the locomotive wheel runs on both. As long as two trains are not at the same time on one length of conducting rail, no electric current can pass on account of the break joint, but as soon as they come within this particular distance of each other the circuit is completed and both bells will ring.

Wouldn't they be nice to handle.

The State and the Railroads of Tennessee.

The Report of the State Comptroller, of Tennessee, to the Legislature, for the fiscal year ending 30th September, embraces the following figures:

Receipts for taxes.....	\$1,405,364
Railroads for interest.....	*818,772
Miscellaneous receipts.....	112,309

Together.....	\$2,336,445
Paid interest on State debt.....	†\$777,114
State Guard Military.....	194,595
State crim. prosecutions...	175,284
Civil expenses and charities.....	629,524-1,776,517

Difference for July interest..... \$559,928

The items of expenditure in *italic* are deemed temporary or extraordinary, as growing out of the civil strife following the close of the war. Of the above balance, \$559,928, the Treasury at Nashville held on 1st October only \$72,922, but the Comptroller adds that—

"The discrepancy thus appearing, I have no doubt, is owing altogether to the following facts: *First*—The credits claimed to be due the former Comptroller, for money sent to our fiscal agency in New York, for the payment of interest, and for which he has never received a credit; and the *second*, the same in relation to our State Treasurer. When my predecessor closes his business with this office and makes a final settlement, and the Treasurer receives from New York the coupons which have been redeemed with the funds sent there by him, and each receives the credit due them, it is believed the discrepancy will disappear."

The State bonds of Tennessee issued to and as a first mortgage lien upon the railways of the State are as follows:

The entire amount of State Bonds loaned to railroad companies up to October, 1861, was	\$13,959,000
From which amount is to be deducted bonds cancelled by the "Sinking fund for Railroads," and bonds returned by the Louisville & Nashville, and Edgefield & Kentucky railroads, in full for their indebtedness to the State; total amount.....	737,000

Total \$13,222,000

All bonds of the State loaned to railroad companies, since March, 1866, amount to.....	8,172,000
--	-----------

Total \$21,394,000

The State has indorsed the bonds of railroad companies to the amount of.....	\$2,350,000
--	-------------

Of these the Sinking Fund has canceled... 143,000- 2,207,000

Total..... \$23,601,000

Add bonds for funding arrears of interest to January 1, 1866.....	3,732,000
---	-----------

Total..... \$27,333,000

Tennessee bonds, old... \$13,222,000	
New for interest..... 3,732,000	
New to railroads..... 8,172,000	

Total Tennessee bonds \$25,126,000

Indorsements..... 2,207,000-27,333,000	
Old State debt proper, 5@6 per cent., and arrearages of interest thereon funded to January 1, 1866... \$4,717,762	

*Payments incomplete.

†Evidently for only six months, January, 1867.

The following Railway Companies in Tennessee are under mortgage to the State for principal and interest of the bonds of Tennessee issued for the original construction and relief and extension, since the war, of their respective roads:

Roads.	Bonds.	Half yearly Interest.
East Tennessee and Virginia.....	\$2,688,000	\$86,193
Memphis and Charleston.....	1,644,000	49,319
Nashville and Decatur.....	2,115,000	63,445
Nashville & Chattanooga.....	395,000	11,850
E. Tennessee & Georgia.....	1,690,000	54,484
Cumberland Gap & Charleston.....	986,000	29,570
Knoxville & Kentucky.....	1,353,700	40,596
McMinnville & Manchester.....	851,400	25,541
*Memphis & Ohio.....	2,396,100	71,883
*Clarksville & Memphis.....	1,894,000	56,838
Mobile & Ohio.....	1,684,800	50,544
Nashville & Northwestern.....	3,065,000	91,946
Mississippi & Tennessee.....	307,800	9,534
Edgefield & Kentucky.....	1,070,000	32,105
Mississippi Central.....	1,079,000	32,369
Winchester & Alabama.....	1,098,250	32,948
Knoxville & Charleston.....	300,000	9,000
Rogersville & Jefferson.....	393,000	11,795
Memphis & Little Rock.....	105,000	3,015

Total Tenn. bonds to Railroads..... \$25,126,000 \$762,385

*It is reported that the Louisville & Nashville Company, the Hon. James Guthrie, President, have agreed to become responsible for the use of these roads, forming part of the Louisville & Memphis direct connection. And the Memphis end of the line (known as the Memphis & Ohio,) has been taken out of the State Receivership by this arrangement. The State lien upon the two roads is \$4,290,700; half-yearly interest thereon \$123,721.

The State and the Railroads of Missouri.

A St. Louis letter to the *New York Times* says:

Now that our State is about to fully re-establish its credit, it may be interesting to your readers to present an accurate and full report of its financial condition. The debt of the State of Missouri may be comprised under three headings, viz: Old State debt, Railroad debt and War debt. The old State debt, amounting merely to \$402,000, became due in 1862 and 1863, and was reserved by the issue of twenty-year 6 per cent. bonds, taken at par by the holders of the old bonds. The War debt of the State of Missouri originally consisted of three items: Defence warrants, Gamble check and Union Military bonds. The defence warrants amounted to \$1,476,575, and were all canceled and burned last April. The Gamble check for \$150,000 has likewise been settled. The Union Military bonds amounted originally to \$6,400,000. Of this amount there was redeemed by the 2d of May, 1865, the amount of \$1,769,511; and on the 1st of October, 1866, the whole amount of outstanding Military bonds was estimated by the Auditor of the State at \$2,902,166, which, according to the Auditor's estimate, ought to have been redeemed by the military and other taxes of 1866. Nevertheless, the present Treasurer of the State has seen fit to set aside \$1,500,000 of the money appropriated by the United States Government for the purpose of redeeming Military bonds still outstanding.

The Railroad debt of the State is as follows:

When

Incl'd. For what purpose.	When due.	Am't.
1852-59 Pacific Railroad	1872-89	\$7,000,000
1835-57 Hb'l & St Jos R R	1873-88	*3,000,000
1854-58 N. Missouri R R	1874-88	4,350,000
1854-58 Iron Mount'n R R	1874-89	3,501,000
1856-61 S. W. Pacific R R	1876-91	4,500,000
1859-60 Platte Co. R R	1889-90	700,000
1857-59 Cairo & Ful'n R R	1877-89	650,000

Total..... \$23,701,000

Which has been diminished by the sale of railroads and bank stock..... 1,450,000

Leaving the present debt of... \$22,251,000

*Interest always paid by the road.

Of this debt the Hannibal and St. Joseph Railroad has always paid, and still continues to pay its own interest on its own bonds, leaving the actual debt of the State at \$19,251,000, bearing a semi-annual interest of \$577,530.

It is well known that the State of Missouri stopped payment of the interest of its coupons in 1861, and hence each of the bonds mentioned above has twelve coupons attached to it, making its par value \$1,360, or, with the January, 1868, coupons counted in, \$1,390, which at the rate at which Missouri bonds were quoted in 1860, 85 cents on the dollar, ought to make their present market value at least \$1,175, or rather \$1,240.

But there is, moreover, this to be considered. The United States Government has appropriated for the payment of moneys advanced by our State during the war to the amount of \$6,475,851. Of this amount \$6,193,968.57 has already been paid into the hands of our State Treasurer.

From this amount the last Legislature ordered to be set aside for school purposes \$1,500,000, and for seminary purposes \$108,360; but the Treasurer has moreover seen fit to keep of this appropriation \$1,500,000 for the redemption, as he says, of outstanding Military bonds, although the State Auditor estimates that the taxes of last year must have redeemed the whole amount. Hence the Treasurer deducts the amount of \$3,108,360 from the appropriation made by the United States Government, leaving the sum, \$6,475,851, less \$3,108,360, of \$3,367,491, to be applied to the payment of back due coupons, and at the date of writing, five of those coupons are ordered to be paid.

Beside this amount of \$3,367,491, there has been deposited in the State interest fund \$600,000, by appropriation of March 12, 1867, and an estimate of \$127,000 from taxes since that time. The interest fund of the State has therefore \$4,094,491 (less the July, 1867, coupon paid, \$577,530,) to its credit at the present date of writing, or more than enough to pay seven of the past due coupons. As the revenue for the year 1867-68 will bring in more than \$1,700,000 to the credit of the interest fund alone (the whole assessment amounting to \$123,000,000 and the tax to seven mills, of which four mills goes to the interest fund,) the credit to the State interest Sept. 30, 1868, will be \$5,794,491, from which are to be deducted the payment of three regular coupons, July, 1867, January, 1868, and July, 1868, \$1,552,590, leaving \$4,241,901 for the payment of the past due coupons, or providing for the payment of nearly eight coupons, leaving only four, or not to exceed five, of the past due coupons unpaid.

Since there seems at present no doubt that the Pacific Railroad will also be sold this winter, and will realize at least four millions,

it may be safely stated that the State of Missouri can enter upon the next fiscal year with all past due coupons paid in cash, and a debt at the utmost of \$17,251,000.

The Treasurer of the State, who naturally desires to keep large amounts of moneys under his control, of course would rather see the bondholders fund their past due coupons in new twenty year bonds; but there seems no reason why the annual interest of the State should be thus increased for the benefit of one individual.

MILWAUKEE & ST. PAUL RAILROAD.—The directors of this company have issued a circular to the stockholders in which they announce the completion of the road from Cresco to Owatonna, about 85 miles, and that passenger and freight trains will commence to run from McGregor to Minneapolis and St. Paul, 220 miles, on the first of November. This part of road will hereafter be called the Iowa & Minnesota Division of the Milwaukee & St. Paul Railway. The completion of this 85 miles makes the connecting link between what was formerly known as the McGregor Western and the Minnesota Central Railways. The construction of it was commenced in April of this year; the full 85 miles are now ready for operation, showing it to have been built within the last six months. The Milwaukee and St. Paul Railway Company now owns 825 miles of railway in full operation, every mile of which is productive property. The public have now a connected line of railway from the city of New York, via Milwaukee & St. Paul Railway, to Minneapolis, St. Paul and St. Cloud, a distance of more than 1,500 miles, about one-third of which is over the Milwaukee and St. Paul Railway. The Winona & St. Peter, the St. Paul and Pacific the Minnesota Valley, the Minnesota Southern, the La Crosse, Trempealeau & Prescott, and the Tomah & Lake Superior Railroad Companies, which are tributary or connecting roads, are all being constructed with more or less dispatch. They now in the aggregate, amount to about 265 miles in actual operation.

The cost of the entire property known as the Milwaukee & St. Paul Railway, including what is known as the Milwaukee & Prairie du Chien Railroad, and what was formerly known as the Eastern Division of the La Crosse & Milwaukee Railroad, the McGregor Western Railway, and the Minnesota Central Railway, has been about \$30,500,000, say \$37,000 per mile. In general terms the whole property is now represented as follows: \$9,000,000 of St. Paul Company's mortgage bonds, \$8,000,000 of St. Paul Company's preferred stock, \$5,400,000, of St. Paul Company's common stock, \$8,100,000 of bonds and shares of the companies above named not now owned by the St. Paul Company; total, \$30,500,000.

ERIE RAILWAY.—The new managers of the Erie Road are at work in earnest reducing its expenses, and stopping leaks, which were found to be numerous and of magnitude. The cost of coal used by the road, taken chiefly at Elmira, has been reduced 50 per cent as compared with last season. The road promises to have at an early day a large traffic in gas coals. The Manhattan Gas Company has recently made a trial of coal from the vicinity of the Bradford & Pittsburg Road, which proves of such excellent quality that a large market can be found for it as soon as a few miles of road can be made, and rolling stock obtained. The traffic in gas coals from that region promises to become at once one of the largest items in the business of the road, and one of the most profitable. —*Tribune.*

MONETARY AND COMMERCIAL.

The local money market presents no new features deserving of special remark. There is continued closeness of the money market for loans, which is not, and never has been, a new feature of this market at this season of the year for the past twenty years at least. Those who do not need money, can always obtain it on fair terms, while those who have been in the habit of using money obtained on discounts from their banks, unless they have very special claims, must expect to have their lines of discount more or less curtailed during the pork packing season. Hence general dealers and manufacturers should always provide against inconvenience from such a cause. Rates of discount are firm, being to customers 10@12 per cent. Out door rates have a wider range, being from 15 to 24. Not a little of stringency is perhaps attributable to the fact the country has not yet fully settled the question of its financial policy, and capitalists are uncertain what will be the policy of the government. It is to be hoped that Congress will soon set this matter at rest, and adopt some sensible, well digested plan of finance, that will give stability and security to capital, and consequent prosperity to the industry of the country.

The demand for exchange is good, but the supply is ample. The market is without excitement, and firm at quotations:

	Buying.	Selling.
New York.....	50c dis.	par
Philadelphia.....	50c dis.	par
Boston.....	50c dis.	par
Gold.....	139	139½
Silver.....	130@133	131@134

The operations of the New York gold market are shown by the following:

	Opening.	Highest.	Lowest.	Closing.
Nov. 19.....	139½	139¾	139½	139¾
" 20.....	139½	140	139½	139¾
" 21.....	139½	139¾	139½	139¾
" 22.....	139½	139¾	139½	139¾
" 23.....	139½	140	139½	140
" 24.....	140½	140½	139¾	139¾
" 25.....	140½	139¾	1-9½	13¾
" 26.....	139¾	139¾	139¾	139¾
" 27.....	139¾	139¾	139¾	139¾

Of the New York money and stock markets the *Tribune* says:

"Money is easy on call at 7 per cent., and occasional loans are made at less rates. Commercial paper is unchanged. Best sells at 7½@9, and less well known names at 10@12 per cent.

"All issues of Government stocks are strong. The 10-40s sold at 102½. State stocks are higher. New Tennessee rose ½. In Railway mortgages little doing. Bank shares are firm. The tone of the stock market is firmer on the whole list, and there is more disposition shown to buy for an advance than for a long time. Western Union Telegraph rose to 34½, closing at 33½. It is understood that the floating debt has been paid, and that no dividend will be paid in January. Its receipts show a large increase, and are equal to regular dividends and payments to the sinking fund hereafter. Pacific Mail is active and higher, selling at 123½, and loaning flat. The Express stocks were all strong. Adams sold at 80½, and Merchants' Union at 44½. New York Central was strong and

higher, selling at 114½. Erie was firm at 71½@71¾ during the morning. Hudson River rose 1 per cent., Reading ½, Michigan Southern ½, Cleveland and Pittsburg 1. Both issues of Northwestern were firm. The accession of Mr. Henry Keep to the direction has secured the services of one of the first railway managers in the country. Rock Island rose ¾, St. Paul, Common, 1½, and the Preferred, 1½. After the call prices were off ½@¾ per cent. Late in the day the market was firm, but dull at the following prices: Tennessee 6 per cents, ex-coupon, 63¼@64; do. new, 61¼@61½; Missouri 6 per cents, 94¼@95; Canton, 45@45½; Cumberland, 26½; Western Union, 33½@33¾; Mariposa, 7¼@8; do. Preferred, 13@13½; Pacific Mail, 122½@122¾; Atlantic Mail, 118¼@120; Boston Water Power, 17@17½; New York Central, 113½@113¾; Erie, 71½@71¾; Erie Preferred, 72½@79¼; Hudson River, 125@125½; Reading, 96¼@96½; Michigan Central, 109½@110½; Michigan Southern, 80@80½; Illinois Central, 130½@131; Cleveland and Pittsburg, 83¾@83½; Northwestern, 58@58½; do. Preferred, 67¼@67¾; Cleveland and Toledo, 101½@102; Rock Island, 96¼@96½; St. Paul, 42½@42¾; do. Preferred, 63¼@63½; Fort Wayne, 97¾@97½."

The *Albany Argus* gives the following statement of the quantity of flour, wheat, and barley left at tide-water during the third week in November, in the year 1866 and 1867:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Barley, bush.
1866..	55,000	660,200	360,500	747,400
1867..	25,800	713,400	309,500	301,200

Dec.29,200 Inc.53,200 Dec.50,600 D.346,200

The aggregate quantity of the same articles left at tide-water from the commencement of navigation to the 22d November, inclusive, during the years 1866 and 1867, was as follows

	Flour, bbls.	Wheat, bush.	Corn, bush.	Barley, bush.
1866..	371,800	5,471,600	24,284,400	5,494,000
1867..	388,600	8,659,300	15,288,500	3,422,200

Inc..16,400 3,187,700 Dec.8.995,900 2,071,700

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease of 654,340 bbls. flour.

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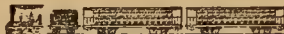
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Railway, on Saturday Morning, by the 6:00 a.m. Lightning
Express, go

THROUGH TO NEW YORK

Without Detention arriving in New York 3:15 p.m. next
day, Sunday.

2 Through Lightning Express Trains for New York,
Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave Cincinnati.....	6,00am.....	7,00pm
" Dayton.....	8,20 ".....	9,15 "
Arrive West Salem.....	1,40pm.....	4,03am
" Leavittsburg.....	4,40 ".....	7,30 "
" Meadville.....	7,05 ".....	10,15 "
" Susquehanna.....	7,30am.....	10,38pm
" Paterson.....	2,33pm.....	6,17am
" New York.....	3,15 ".....	7,00 "
" Boston.....	6,00am.....	5,00pm

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequaled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for all
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

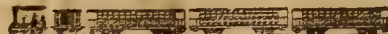
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SHATTUCK, Gen'l Ticket Agt. L. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 18:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers from the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:40 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:22 p. m.; Easton at
1:14 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at
1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

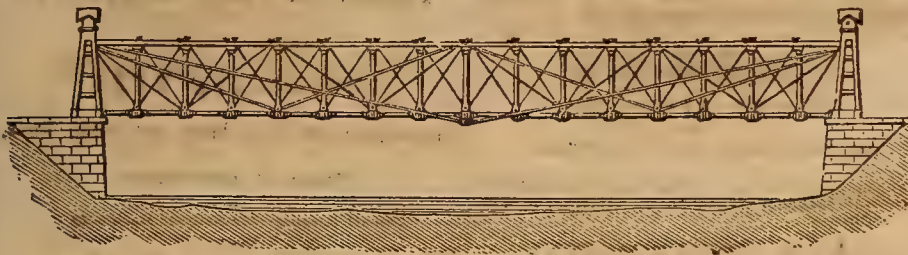
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN.

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

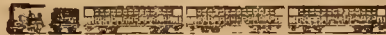
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
8. E. Cor Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAIL ROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
myll Pittsburg, Pa.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

Productive Wells all

around them.

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre.

—AND—

Railroad Machine Works.

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for the celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the Unequalled Attractions of Natural Scenery heretofore conceded to this route, the recent Troubles upon the Border have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the privilege of visiting WASHINGTON CITY en route—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	9 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 40 P. M.	10 20 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.

Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run CINCINNATI Time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Equivocal Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis. Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis. Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and times shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

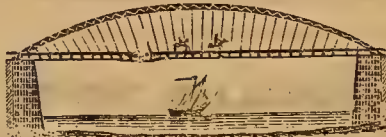
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES. Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods,

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 2

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 54 inches in diameter, and branches, for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave at Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON.

{ Editors

CINCINNATI:
THURSDAY, DECEMBER 5, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
“ “ per month.....	3 00
“ “ six months.....	12 00
“ “ per annum.....	20 00
“ column, single insertion.....	5 00
“ “ per month.....	10 00
“ “ six months.....	40 00
“ “ per annum.....	80 00
“ page, single insertion.....	75 00
“ “ per month.....	25 00
“ “ six months.....	110 00
“ “ per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.			
	DEPART.	ARRIVE.	
Morning Express	7:00 P. M.	6:10 A. M.	
Night Express.....	6:00 A. M.	6:00 P. M.	
LITTLE MIAMI.			
Lightning Express.....	7:00 A. M.	4:35 P. M.	
Express Mail.....	8:30 A. M.		
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.	
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.	
Lightning Express.....	8:00 P. M.	10:35 P. M.	
Night Express.....		6:15 A. M.	
CLEVELAND, COLUMBUS & CINCINNATI.			
Lightning Express.....	7:00 A. M.	7:25 P. M.	
Express Mail.....	9:30 A. M.	5:25 A. M.	
New York Express.....	8:00 P. M.	8:35 A. M.	
MARIETTA AND CINCINNATI.			
Depot on Pearl street, bet. Plum and Central avenue.			
Baltimore and Washington City			
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.	
Baltimore and Washington City			
Night Express.....	12:35 A. M.	5:50 A. M.	
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.	
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.	
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.	
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.	
CINCINNATI, HAMILTON AND DAYTON.			
Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.	
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.	
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.	
Richmond & Chicago, Exp.....	5:30 P. M.	1:50 P. M.	
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.	
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.	
Dayton, Lima and Chicago.....	3:00 P. M.	5:20 P. M.	
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.	
Bellefontaine and Sandusky.....	3:00 P. M.	10:31 A. M.	
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.	
Dayton Accommodation.....	6:30 P. M.	10:20 A. M.	
Dayton Express.....	5:00 P. M.	6:10 A. M.	
CINCINNATI AND INDIANAPOLIS JUNCTION			
Connorsville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.	
Connorsville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.	
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.			
Chicago and St. Louis Express.....	7:00 A. M.	6:30 A. M.	
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.	
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.	
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.	
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.	
OHIO AND MISSISSIPPI.			
St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.	
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.	
Louisville Special Train.....	3:45 P. M.	1:50 A. M.	
CINCINNATI AND ZANESVILLE.			
Mail.....	7:00 A. M.	4:10 P. M.	
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.	
KENTUCKY CENTRAL.			
Express.....	6:00 A. M.	6:00 P. M.	
Lexington Express.....	2:40 P. M.	12:50 A. M.	
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.	
PAN HANDLE ROUTE.			
Express Mail.....	7:00 A. M.	6:15 A. M.	
Fast Express.....	8:30 A. M.	4:35 P. M.	
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.	

Commerce and Navigation; Interior Trade; Ship Building.

We have before us the Annual Report on Commerce and Navigation, as well as the Report on Finance, for 1866. They present some very interesting facts, and throw some light on the Statements of the Treasury Department. In fact, they prove that some of the statements of Mr. McCULLOUGH are gross errors. We shall give a brief analysis of them; because these are documents we never see analyzed in the newspapers, and since they are in very few hands, the public mind has little knowledge of them.

1. TONNAGE IN FOREIGN TRADE.—The Secretary of the Treasury lays great stress on the decrease of American tonnage in the carrying trade, as if that were an evidence of the decrease of commerce or of ship building. The last, he asserts stoutly in defiance of facts, and therein makes a gross error. We shall consider both points. We shall here make a comparison between the tonnage of 1866 and that of 1858, two years before the war, in order to make the comparison without reference to the derangements of the war. The following table gives the Foreign, American, and total tonnage entering our ports (the amount entering and clearing is very nearly the same), for those years.

	1858.	1866.
	Tons.	Tons.
American tonnage.....	4,395,642	3,372,060
Foreign.....	2,209,403	4,410,424

Total.....	6,605,045	7,782,484
Total increase of tonnage.....		1,177,439
Decrease of American tonnage.....		1,023,580
Increase of foreign.....		2,201,021

About half the increase of foreign tonnage is an increase of the whole amount of tonnage, and not from a diminution of American. In fact, one million of tons had in that time changed hands. And why? Because the rebel privateers in the war, although very few, alarmed ship owners so much, that they transferred the title to foreign owners. We have not yet recovered from that, but in a few years (we risk nothing in predicting), the proportion of American tonnage will be as large as ever.

Now, on this state of facts, we make two remarks. First, notwithstanding the Secretary's lament, the aggregate tonnage (that is, the foreign trade) has largely increased. Secondly, that almost the whole of this increase is in British shipping. And how came that? First, almost the whole indirect trade of the continent of Europe goes through English ports, and it is natural and almost certain that this will be exported in English vessels. This trade amounts to near one hundred millions of dollars, and it is not probable we shall ever carry much of it in American vessels.

The Secretary next asserts in the present Message, as well as that of 1866, that ship

building is greatly diminished, and ship yards inactive, or abandoned. We have not the report on Commerce for 1867; but, we have no reason to believe that it will present results materially different from those of 1866. In December 1866, the Secretary of the Treasury's Report stated that ship building had greatly diminished, and many ship yards were abandoned. At the same time he sent to Congress the Report on Commerce and Navigation, which contradicted his own statement point-blank! We shall make the comparison, as we did before, between the ship building in 1858, and that of 1866. Here is a table of the vessels of all descriptions built in 1858 and 1866.

	1858.	1866.
Ships and Barques.....	122	96
Brigs.....	46	61
Schooners.....	431	457
Sloops and Canal boats.....	400	926
Steamers.....	226	348
Totals.....	1,265	1,888

Thus, there were six hundred more vessels built in 1866 than in 1858! But this is not all; in the State of Maine, where there is more ship building proper than in any other State, there was no decrease, and there was no ship yard abandoned. Thus, the Secretary stands convicted of gross misstatements in matters of fact. Let us go a little further and compare the ship building for the last ten years in number and tonnage. It stands thus:

	No.	Tonnage.
In 1857.....	1,334	378,804 tons.
" 1858.....	1,225	242,286 "
" 1859.....	870	156,601 "
" 1860.....	1,071	212,892 "
" 1861.....	1,143	233,194 "
" 1862.....	864	175,075 "
" 1863.....	1,823	310,884 "
" 1864.....	2,366	511,740 "
" 1865.....	1,788	383,805 "
" 1866.....	1,888	336,146 "

Thus, there was more ship building in 1866, than in ten years, except the year 1864, in which the increase was caused wholly by the great amount of Government building. Mr. McCULLOUGH's error consists in two mistakes, first in ignoring the vast trade,—shipping, and ship building on the lakes and rivers of the United States, and secondly, in receiving for truth all that is told him in New York. While he seeks information only among those interested in foreign commerce, he will be constantly misled. Let us look, for example, at the increase in steam-boat building:

Steamers built in 1858.....	226
" " 1859.....	172
" " 1860.....	264
" " 1861.....	264
" " 1862.....	183
" " 1863.....	367
" " 1864.....	498
" " 1865.....	411
" " 1866.....	348

The average of the four first years of peace was 230; while the number built in 1866 was 348, an advance of 50 per cent. The great

increase in 1863 and 1864 was caused by the government building.

Let us now look to the places where these steamers were built, in 1866, and it will show where commerce is increasing; viz.:

In New England.....	29
In New York.....	53
In Pennsylvania.....	96
In Ohio.....	48
In Illinois, Indiana and Michigan.....	22
In Missouri.....	44
In Kentucky and Tennessee.....	—
In all other States.....	46

This table shows that more than two-thirds of all steamboat building is done in the central West.

The principal points of steamboat building are:

Pittsburg.....	52
St. Louis.....	44
Cincinnati.....	42
Detroit.....	18
Buffalo.....	11
Wheeling.....	6
Chicago.....	4

These are in the West and make more than half the whole number. The other principal points are:

Philadelphia.....	44
New York.....	39
Boston.....	17
Wilmington, Del.....	10
San Francisco.....	13

We might extend these statistics much further, but must defer it for another article. The error which Mr. McCULLOUGH has given to the world on the subject of Ship-building is a great and important one. It shows also, a great misconception of the real condition of the commerce of this country. The truth is, our commerce is more extended than it has ever been; internal navigation greater than it ever was, and the business of the country in a sound state. The difficulty is, that we have a Secretary of the Treasury, who is the greatest Banker in the world, and uses his power at his own will.

UNION PACIFIC, E. D., R.R.—The telegraph news of Dec. 2, from San Francisco says:

Gen. Palmer and the surveying party of the Union Pacific Railroad Company, arrived at Prescott, Arizona, on the 14th of November. They report favorably of the 35th parallel route, except about San Francisco mountain.

If the 35th parallel be decided preferable, the railroad will leave the Rio Grand at Albuquerque.

If the 32d be selected, it will leave at Fort Thorn. Several other surveying parties are out, all of which are expected to meet at San Francisco in February.

The Apaches are committing outrages in the vicinity of Tucson. Col. Price had a fight with the Wallapa Indians, and killed 22 and captured 16.

This road should be constructed by both routes, as shown in our issue of last week. The construction of the Railroads across the continent will "settle the hash" of the "red skins," and put a stop to these "outrages."

Arizona—The Indian Problem.

MESSAGE OF GOV. M'CORMICK.

Positive experience for a few years, in the midst of hostile tribes of savages has universally produced the same result of convincing the understanding of the necessity, and converting the heart of the person making the experiment, to the doctrine of the humanity of extermination. Gov. R. C. McCormick, in his Message to the Fourth Territorial Legislature of Arizona, gives as near as possible the only true method of treating the savages, as well as pointing out many of the difficulties attending the present system. The construction of the Union Pacific E. D. railroad through the Territory will do more to solve this wonderfully mystic problem than anything else, and we trust its speedy construction will hasten the day when, as the Governor chooses to style them "a few thousands of abject wild men, but a single remove from the brute creation," will no longer "be allowed to stay the march of civilization for a day, and who if properly dealt with would melt before the strong arm of the government like snow beneath the noon day sun," and that the spot now made sacred by the blood of so many valuable lives, and possessing so many attractions as does the Territory of Arizona, will become a "fit habitation" for civilized man, and a brilliant star in the galaxy of our glorious constellation of Sister States.

The Message says:

INDIAN HOSTILITIES.

"You have met a critical moment in the history of the Territory. Although the census returns show a steady increase in population, and the taxable property is estimated at nearly double what it was but a year since; although confidence in the mineral resources is undiminished, and far more acres are under cultivation than ever before, the settlement of the country is retarded, life and property are unsafe, and industry is to a large extent defeated by the bold and incessant raids of the hostile Indians. The question of relief from this embarrassing and perilous state of affairs will naturally and properly command your first attention. In my message to the last Assembly I used the following language:

"Whatever increase may be made in the military force in the Territory, and however zealous and intelligent those in command may be, I have little faith in any marked or substantial success in the subjugation of the Apache, until authority is given to employ the right material and in sufficient strength to maintain concerted, continuous and harassing movements against him from many points in the Territory—a systematic and unintermitting aggressive war."

"In view of their easy subsistence, familiarity with the country, and the great efficiency of the companies in service here in 1865 and 1866, I strongly favored the employment of native volunteers, but the War Department having failed to authorize the raising of such I went to San Francisco in December last, and made a personal application to the military authorities there for an increase in the force of the regular troops in the Territory.

I was informed by the Division and Department commanders that owing to the inadequacy of the total military force upon this coast, but a small addition could be made to the strength here. Some six new companies were assigned to the Territory and reached here in the month of April. The important districts below and above the Gila were put under command of officers of distinction, capacity and energy, who, although the business of Indian fighting was entirely new to them, entered upon their duties with a degree of resolution and interest which promised the best results.

"In several battles in which both officers and men acted with great gallantry, a number of the savages were killed and much property destroyed; but it soon became apparent that owing to the hostilities of the Wallapais, the Pah-Utes, certain of the Yavapais, and renegades from other western tribes heretofore accounted friendly, added to that of the implacable Apache, an successful war could not be waged without more troops.

"These have not been supplied, and the usefulness of many of those already here has been greatly impaired by the arbitrary and injudicious location of posts, the unequal distribution of troops, and the designation at San Francisco of the peculiar duties they should perform and movements they should make, and other details, which, in the judgment of the people, (and I think in that of all officers who have served here,) must be left to those upon the ground if timely and successful operations would be secured. While the Department commander lives at a distance of a thousand miles from the scene of conflict, however promptly he may be informed of the state of affairs here, and however well disposed he may be, it is idle for him to undertake properly to direct even the general movements of the troops here, not to speak of the details of their operations.

"The birds of the air are scarcely more erratic in their movements than the Indians of Arizona. They are here to-day and a hundred miles away to-morrow; now they beset the roads to the Colorado, and anon they occupy those to New Mexico and Sonora. Their rancherias and haunts change with the moon; tribes at this time friendly may be in arms to-morrow, and tribes now hostile may as soon sue for peace. It is simply impossible for an officer not constantly moving about the Territory and clothed with full power to act, to comprehend the attitude of the Indians, or to be prepared by a quick disposition of troops to take advantage of every change and opportunity. Your first duty, then, is to respectfully and earnestly appeal to the proper authority for the erection of the Territory into a

SEPARATE MILITARY DEPARTMENT.

"This, I am informed, will not put the government to any increased expense, but tend to economy; and if granted, and the troops are intelligently combined and handled, under the immediate direction of a Department commander having his headquarters in the Territory, and prompt to act according to the exigency of the hour, who can have no object, or cause, for controversy with his subordinate commanders, and who will define what are hostile acts and compel the Indians either to be friendly or hostile; no longer good Indians at one point and bad at another, then at least the beginning of the end of our troubles will have been achieved.

"The system of small, temporary posts, by which at least one half the troops now in the Territory are now rendered unavailable, will

doubtless be set aside; a few forts will be established at points chosen by those familiar with the districts from actual observation, from which troops can be hurled in force against any part of the Indian country and kept there until the end sought is fully attained; co-operative movements will be made from various parts of the Territory; raiding parties will be promptly followed to their retreats however remote, and the service instead of being so generally irksome and profitless as to provoke even good soldiers to desertion, will have the fascination which always attends formidable and successful military movements.

MORE TROOPS—VOLUNTEERS.

"It has lately been alleged abroad that Arizona is a vortex into which the greater portion of the available military material upon the Pacific coast disappears. Taking into consideration the vast extent of the country, and the agility of the hostile Indians, the number of troops now here is comparatively small, amounting in the district of Prescott to less than one man to one hundred square miles. If the Territory is in any sense a vortex it has been made so through the unfortunate and suicidal system to which I have referred, and against a continuation of which economy and reason earnestly protest. Yet, with the greatly increased efficiency of the troops already here, which must come should the Territory be made a district Department, and their prompt and proper handling, some addition to the force will be required in order to the early attainment of peace, and, in accordance with the popular wish, I have lately made a vigorous appeal to the Department commander for more regulars, and also renewed my application to the War Department, (based upon the memorial of the Second Assembly,) for authority to raise a regiment of Territorial volunteers to serve for the term of two years.

"An act of Congress adopted at the late special session, (in July) provides a commission to select permanent reservations for all the Indian tribes now occupying the Territories east of the Rocky Mountains, and if said Indians fail to remove to the reservations the Secretary of War is authorized to accept the services of mounted volunteers from the Governors of the several States and Territories not exceeding four thousand men in number, and for such term of service as in his judgment may be necessary for the suppression of Indian hostilities.

"I do not understand that this law is applicable to Arizona, although our necessity is, and I venture to say will be, much greater than that of any of the Territories east of the Rocky Mountains; and I think it will not be difficult upon a proper representation of facts by you (through our Delegate in Congress) to have its provisions extended for our benefit. I will not here enter into an argument to establish the advantage of securing a native regiment, but be content with the assertion that while highly appreciating the efficiency of the regulars in the battles named, and giving them all deserved credit, I am still of the opinion that no troops can begin to cope with the Apaches and other hostile Indians of this Territory in their mountain fastnesses so successfully and at so little cost as the volunteers.

"That the general government will listen to our reasonable and necessary appeals for a separate Department, and for more troops I most sincerely hope; for with affairs as they now exist here and have existed since the

Territory came under the American flag "patience has ceased to be a virtue." It will be alike unjust to the people who have come here expecting protection, to the thousands eager to settle here, to the officers sent here to establish civil law and order, and highly discreditable to a government more able than ever before to give security for life and property to all its citizens, if relief is not speedily granted.

"While the war in the East continued it was not to be expected that much attention would be given to the frontier, but now there would seem to be no excuse for neglect to overcome the one great barrier to our prosperity, unless, as it is sometimes asserted, the government does not deem the country worthy of occupation and development. Those who are familiar with its rare mineral resources, its rich fertile valleys, its unrivalled pastoral lands, its equable and salutary climate, its genial skies, and all its capabilities and possibilities, taken as a whole, (notwithstanding its large extent of desert and mountain) consider the proposition absurd. Arizona will compare favorably in all respects, with any of the mineral bearing Territories of the Union, while in climate it possesses a decided advantage over all. To those of us who have here found homes and health, who are endeared to the country by years of sacrifice and by friendships here formed, whose beloved dead here "sleep the sleep that knows not breaking," the thought of abandoning the Territory because of the hostility of a few thousands of abject wild men, but a single remove from the brute creation, who should not be allowed to stay the march of civilization for a day, and who if properly dealt with would melt before the strong arm of the government like snow beneath the noon-day sun, is repulsive and intolerable.

RESERVATIONS.

"Whatever the conclusions of Congressional committees, or of special commissioners, after hurried and superficial visits to the plains, or the theories of well meaning philanthropists, to those who have lived among the Indians, who have dealt with them, who know their innate treachery, who are familiar with their barbarous deeds, who comprehend their low nature and instincts, it is folly to talk of expecting good results from a persuasive policy. The Indian of to-day, whatever he may have been in the past is not to be bound by treaties, annuities, or by favor of any kind unless first made clearly to understand that the white man is his master and intends to be such for all time. For this reason it is idle, as I have always asserted, "to talk to the Apache (or any hostile Indian,) of reservations while he feels any security for life or property outside of them." Yet, at the same time, so far from urging extermination which is supposed by many to be the war cry of all Arizonians, I have favored reservations, provided the Indians placed upon them can and will be kept there. To allow them to go and come at will is to subsidize and equip them for robbery and murder. This has been clearly and sadly demonstrated. A system of reservations is needed here quite as much as in the eastern territories. One Indian, as a competent writer upon Indian affairs asserts, "requires for his maintenance, by his methods of living, as much territory as will support a thousand men who live by civilized methods, and when by the natural flow of population, the thousand civilized men require for their homes the place roamed over by one Indian, it is justice to all men that he should give way."

"He must do so, and his only security is upon a reservation, where, as his highest motive is to get something to eat without labor, he will be well accommodated, and in time may be taught habits of industry, although the task will be a difficult one. Excepting those long since provided in this Territory, for such really friendly tribes as the Pimas and Maricopas, there is but one reservation, that at Half Way Bend upon the Colorado river above the town of La Paz; for the proper preparation of which, for the reception of such of the river and other Indians disposed to peace as now have no fixed homes, an appropriation of fifty thousand dollars has been made by Congress and is now being expended by the Indian Superintendent, who also has an appropriation this year of seventy thousand dollars for the general care of the friendly Indians throughout the Territory. While the reservation upon the Colorado will probably be sufficient for the river Indians and those who may be forced upon it from the country between the Colorado and the Verde, there should, in my judgment, be an extensive reservation provided somewhere in the eastern part of the Territory, perhaps upon the upper Gila, for such of the Apaches as may sue for peace. At each reservation there should be a sufficient strength of troops to make escape on the part of the Indians an utter impossibility, and trade and intercourse by the whites, if allowed at all, should be guarded by regulations calculated to prevent fraud and demoralization.

MINING.

"The appearance of sulphurets in many of the lodes opened in Central Arizona necessitates the provision of new machinery for the reduction and separation of the ores, and until this can be supplied most of our quartz mills will be idle. Parties who have made tests of the sulphurets, upon a small scale, pronounce them exceedingly rich, and have no doubt they can be worked in large quantities to great advantage. Some of these are now in California, selecting machinery, and their return here is expected at an early day, when mining operations will be vigorously, and, I doubt not, successfully prosecuted; although no great success can be looked for until the roads are made so entirely safe that parties can visit the Territory without endangering their lives; transportation can be had at reasonable rates; agriculture prosecuted without constant interruption, and capital from abroad be induced to come to the aid of our mine owners, who, although energetic and hopeful, have, through the obstacles with which they have had to contend owing to the condition of the country, in many cases entirely exhausted their means.

"Operations upon the copper mines at William's Fork, which have been generally suspended during the summer owing to the remarkably low price of copper, and for other reasons, will, I am informed, be renewed upon a large scale during the present fall and ensuing winter. The great value of the mines was never more apparent; and the same may be said of the gold and silver lodes along the Colorado from the Gila to El Dorado Canon, upon several of which much work has been performed within the year.

"In Southern Arizona the Indian disturbances and other causes, as here, have to a great degree interrupted operations in the mines, but the owners have not lost confidence in their wealth, and are eager to proceed in their development at the earliest practicable moment.

"The proposed opening of the port of Libertad, in Sonora, will it is believed render the shipping of copper ore from Southern Arizona, a profitable enterprise, and otherwise prove a source of great advantage to the people of that part of the Territory who cherish a lively hope that the government, having extended its lines upon the north, will take early measures to acquire a portion of Sonora, at least sufficient to bring the ports of Libertad and Guaymas under the American flag; an acquisition of territory likely to prove far more profitable to the Union than that recently secured, and absolutely essential to the proper development of a large and important part of Arizona.

AGRICULTURE.

"In the face of all the annoyances from Indians experienced during the present season by our ranchmen, they have, with few exceptions, the promise of large and excellent crops. It is found that the land improves by cultivation and that the soil in most of the valleys is of the richest character. Indian corn grows luxuriantly, and it is estimated that more will be produced in this military district this year than will be required for the use both of the troops and the citizens. Contracts to supply the government have lately been let at prices less than those paid but a year since for the transportation of grain from California.

"The fine farming valleys below the Gila are more productive than ever before, and it is clearly shown that not only corn and small grain, but fruits and vegetables of all kinds, will thrive in many parts of the Territory—while in several localities cotton and tobacco have been raised with much success. Although disconnected and generally in small parcels, the agricultural lands of the Territory, in the aggregate, amount to a large area, unusually large and fertile for what is commonly called a desert country.

"Their general cultivation and the use of the extensive grazing lands, (abounding in grasses nutritious at all seasons,) which is only delayed by the insecurity of life and property, must, whenever practicable, so reduce the cost of living here as to make the Territory one of the most attractive upon the Pacific slope, and greatly facilitate all business pursuits.

"It has been well said "He who cultivates the land the best is likely to defend it the best," and I look upon the care and enthusiasm with which our farmers follow their honorable and useful calling, (one of vital importance in connection with mining,) in constant risk and exposure, as the most hopeful feature in the present state of the Territory."

PUDDLING BY MACHINERY.—The improved puddling machine, invented by Mr. John Griffiths is still successfully at work at the Northfield Iron works, near Masborough. A puddler and two underhands can turn out six 10-cwt. charges in 11½ hours, with a consumption of coal at the rate of 13½ cwt. to the ton of puddled bar. In a day upon which the working of the furnace was carefully recorded the results obtained were—charge of grey forge pig, 61 cwt. 2 qrs. 15 lbs; puddled bar produced 56 cwt. 20 lbs.=5 cwt. 1 qr. 23 lbs., or 8.85 per cent. waste; scrap, 2 cwt. 1 qr. 4 lbs.; total iron produced, 58 cwt. 1 qr. 24 lbs., with 13 cwt. 2 qrs. 5 lbs. of coals to the ton of bars produced.—*London Mining Journal*, November 2.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JUNE 30, 1867.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines have been... £609,121
Deduct ordinary working expenses (being at the rate of 70.53 per ct. 429,792
Leaving a balance of..... £179,329
Deduct the renewals of the permanent way and works in the half year (all debited to revenue)..... 54,973

Deduct amounts paid for loss by fires at Sarnia and Toronto..... 10,274

Leaving an available net balance of..... £114,082
From this amount, to which has to be added the balance from last half year, viz., £325, in all..... £114,407
Has to be deducted for loss on American currency..... 21,554

Leaving a cash balance of..... £92,253
From this again has to be deducted for amount of postal and military revenue for half year due to the holders of the postal and military bonds..... 18,150

Leaving the balance of..... £74,702
As against this sum there has been paid out, or is payable—

For interest, &c., on lands....£1,763

Interest on mortgage to Bank of Upper Canada..... 4,424

Interest on loans, bankers' balances, promissory notes, European exchange, &c.... 3,658

Interest on British American Land Company's debenture's, 616

Interest on Montreal Semi-annual debentures..... 616

Interest on Island Pond debentures..... 2,700

Half yearly instalment on Portland-sinking fund..... 2,312

£16,089

For proportion due to Champlain Company..... 6,051

For proportion due to Buffalo Company..... 15,424

£37,564

For Atlantic and St. Lawrence (in full)..... 32,787

For Detroit line lease (in full) 11,250

For equipment bond interest. 10,799

92,379

Leaving a debit balance against the half year's net revenue of..... £17,677

As under the "Arrangement Act, 1862," the accounts are annual, and have to be made up to the 31st of December, and as the gross revenue of the second half year has averaged 14½ per cent. more than the first half, this balance will be carried forward, and the rents and interest on the leased lines and equipment bonds will be paid when due. The following figures give the details of gross revenue in the first and second halves of the years 1862-'66:

		Excess	
1862-June..£382,992	of 2d		per cent.
" Dec....439,361	half yr.	£56,369	or 14.71
1863-June.. 456,222			
" Dec... 510,580	"	54,358	or 11.91
1864-June.. 528,301			
" Dec... 618,238	"	89,937	or 17.02
1865-June.. 614,786			
" Dec... 714,780	"	99,904	or 16.24
1866-June.. 637,425			
" Dec... 719,370	"	81,945	or 12.85

It will also be observed that but for the increased charge for renewals of £28,667, as compared with the corresponding period of 1866, there would be a balance to the credit of the net revenue account of £10,990; and, but for the wholly exceptional debit for losses by fire mentioned below, this credit balance would be increased to £21,769. It is gratifying to find that during the last few weeks the traffic has again exhibited the rates of increase usual in the autumn months. Considering the prolific harvest just secured, both in Canada and the Western States, there is every reason to believe that these favorable returns will be maintained. The exceedingly defective harvest of 1866 throughout the United States, and also in Canada, has, beyond question, been the chief reason of the smaller gross earnings of the present year. By the aid of the financial arrangements reported at the last meeting, the directors have been enabled to contract for the delivery in Canada during the next few months, of 25 new locomotive engines, to meet increase of traffic.

In comparing the results of the half year's working with the corresponding period of 1866, the following facts are arrived at:

1st. The gross traffic is less by about £28,000. From this sum must, however, be deducted a lesser share of receipts due to the postal and military bondholders of £12,000, leaving about £16,000 as the falling off in the "through freight" traffic.

2d. The working expenses are more by about £26,000. This increase is due in part to enhanced price of fuel, and an augmented rate of wages, and in part to the disordered state of the country, and the cost and loss of time involved in arming and drilling the company's employes in support of the Queen's authority.

3d. The whole of the renewals are charged to revenue in accordance with the views of the last half-yearly meeting. A total length of 55½ miles has been relaid in addition to the ordinary maintenance of way. This causes a special and extra deduction from available revenue of £28,000. And,

4th. It will be seen that the losses already paid in connection with the serious fires at Toronto and Sarnia have absorbed no less a sum than £10,000. The claims arising out of these fires were resisted by the company, and up to a certain point with success.

It should be mentioned, in connection with the falling off in this company's gross receipts, that nearly the whole of the American lines show heavy decreases for the half year ended June last as compared with the same period of 1866; 10 of the Trunk lines, including the Erie, the Michigan Central and Southern, and Ohio and Mississippi, the Illinois Central, and the Chicago and Fort Wayne, showing in the aggregate a decrease in their gross revenue of £214,369. As regards fuel, an increased quantity of coal is

being sent out, and experiments are being made with peat and petroleum. Reports have been made which would indicate that peat will be found to be available at a considerable reduction on the present price of wood, but a lengthened experience only can solve the question. In regard to charging the whole cost of the renewals, the directors have assumed, in making up the accounts, that the bond and stockholders consider that the time has come when revenue must bear all expenditure of every kind, in strict accordance with the Arrangements Act. It may be mentioned in connection with the losses by the fires at Toronto and Sarnia that arrangements have been completed for a floating policy of insurance so as to cover goods *in transitu*, and in warehouses, &c.

The average receipt from passengers in the half year was 6s. 8d. per head against 7s. in 1866—and the average receipt per ton of freight was 15s. 8d. as compared with 15s. 10d. in June, 1866.

The amount of loss for discount on the American currency is again very heavy, being £21,554 against £14,264 in the corresponding half of last year. The total loss sustained by the company from 1862 to 30th June last, in American currency amounts to no less a sum than £311,938, and the directors cannot refrain from again referring to this most serious but inevitable and unforeseen loss as the real origin of most of the recent difficulties of the company. The price of gold during the half year fluctuated between 132 and 140½. It will have been observed that the price has lately been rising, but there is ground for believing that with the movement of the crops, which must shortly be taking place there may be an equally steady decline.

By the Arrangements Act, 1862, the interest on the preference bonds and stocks, not paid in cash for the June half year, remains undealt with until the close of the December half year.

In accordance with the resolution passed at the special meeting of the company on the 30th May last, a draft bill has been prepared for submission to the Canadian Parliament during the coming session. This bill embodies the several matters contained in the resolution then almost unanimously adopted, but provision is made in it for the existing equipment mortgage bonds to remain in all respects undisturbed, and not to form part of any new issue of similar bonds as was at first proposed. Power is also taken, subject to the necessary sanction and previous approval of the bond and stockholders of proposals to be submitted to them, to consolidate the preference bonds and stocks by conversion into an uniform preference debenture stock, as well as to vary the terms of the agreement with the Champlain and Buffalo and Lake Huron Companies. But the Board propose that the act, if passed, shall be subject to thorough sanction on the part of the bond and stockholders before it can come into operation. Practically, it will be simply a permissive act. The Canadian Parliament, it is expected, will meet for a short session in November next, when the bill will be introduced.

The heads of the proposed agreement with the Great Western Railway Company are printed herewith for the consideration of the Proprietors, who will have to adopt, or refuse to confirm, such agreement.

It will be remembered that Captain Tyler, R. E., was, at the suggestion of the board, unanimously invited by the Bond and Stockholders attending the last half-yearly meeting

to proceed to Canada to consider on the spot the various questions raised at that meeting. Captain Tyler having assented to undertake this important duty—associated with Mr. Eborall—these gentlemen are now in Canada carefully considering the matters referred to them. The board cannot now expect their report in time for the ensuing meeting. The meeting on the 31st inst. will therefore only be held *pro forma* to be adjourned to an early future day, when the report of Captain Tyler and Mr. Eborall, together with the other business, may be fully considered.

On behalf of the Board,
EDWARD W. WATKIN, *President*.
London, Oct. 9, 1867.

Railway Management.

The *Tribune* pays the following merited compliment to Mr. VANDERBILT'S management of the Harlem road:

"The Harlem Railroad this day puts its local trains on a Winter footing, and we, as a paying customer, return thanks to the managers for the excellent accommodations we have enjoyed throughout the past Summer, and especially for the Mount Kisco train. We lived on this road when it was poor and feebly managed—with rotten cars and wheezy old engines that could not make schedule time; and the improvement since realized is gratifying. It is understood that the road now pays, and if so, we are glad of it. Judging by the new buildings steadily going up along its line, the increase of business cannot be less than ten per cent. annually, which must double its income every few years. A swill milk train, run but 100 miles, is understood to earn \$1,500 per day, and the amount is steadily increasing.

Railroad management is yet in its infancy; but the advantage of building up local business, instead of competing at ruinous rates for remote traffic, is becoming quite generally understood. Twenty years hence the income of the Harlem will be at least four times its present aggregate, provided a judicious home policy shall meantime be pursued. If, for example, this road (traversing the heart of our City), whence street dirt is now carted at great expense to the wharves, were to take all that dirt which the contractor would agree to deposit from night to night in its cattle cars, and whirl that out into the rural districts, selling it at cost of transportation to the farmers along the route, the in-freights of milk, fruit, vegetables, etc., would thereby be rapidly and largely augmented. And this is but one of many ways in which its income might be steadily increased from year to year; while with an underground track from the Battery to Harlem Flats, its passenger fares would be speedily doubled. Such a track ten years ago would have kept thousands in our State who have been driven over to Jersey by the full hour now required to traverse the space between the City Hall and Harlem River. With a good underground railroad, the census of 1880 will credit Westchester county with a population of at least half a million, whereof at least fifty thousand will visit our City daily. But, if no new facilities shall be afforded, half that population must seek homes in some other direction.

We are not fault-finding. The present management of the Harlem is very good—so good that it justifies the hope of still better."

THE CITY STOCK IN THE BALTIMORE AND OHIO RAILROAD COMPANY.—In the first branch of the City Council, last evening, Mr. George called up the ordinance providing for the sale, if necessary, of two thousand five hundred shares of the capital stock of the Baltimore and Ohio Railroad Company, owned by the corporation. Mr. Pagels moved to strike out the enacting clause. Mr. George said that the City Register would be required to pay, in the month of December, \$150,000 of floating debt, and on the 1st of January \$200,000 of interest money. The banks would not definitely promise to loan the money, and it may be necessary for the credit of the city, to make the sale proposed. Mr. Duvall (Mr. Mills in the chair) opposed the selling of one dollar of the stock. The city had better borrow the money at rates above six per cent. The dividends on the stock are now eight per cent., and there will be reserved dividends to a large amount. The stock will eventually be worth \$200 per share. The city has already lost one director by the sale of stock, and, if the ordinance passes, the city will lose another director. The most important consideration, however, was that the stock might get into the hands of parties opposed to the interests of the city, who might make Baltimore a way station. Mr. Tagart said that within the last few days the Baltimore and Ohio Railroad Company had consummated an arrangement provided for in the new constitution, by which the State has lost three directors. The city has now but seven directors, and the State but seven. The private stockholders have twelve directors, and the city and State united but fourteen. It was the object of the railroad corporation to obtain the exclusive control of the management of its road, but it should be the object of the State and city to retain its controlling power therein, to secure protection to the interests of the city and State. The city had better sell any of its other property than to part with this stock, which is worth in reality \$200 per share instead of \$116. He would be equally opposed to selling it at \$200 as at \$116, from the considerations he had mentioned. He declared his policy to be, as one of the Committee of Ways and Means, to oppose the postponement of the city debt, and to levy promptly for the means to pay it at once, and get rid of it. The ordinance was further discussed by Messrs. Crout and George, when the motion to strike out the enacting clause was carried, and the ordinance rejected.—*Baltimore Sun*, Nov. 27.

SALE OF BALTIMORE AND OHIO RAILROAD STOCK.—In the first branch of the City Council last evening, a communication was received from the City Register, in response to an inquiry of the City Council, stating that under an ordinance of the City Council he sold 2,500 shares of the Baltimore and Ohio Railroad stock owned by the city for \$293,276.90, which was applied to the payment of interest on city stock debt. The shares were sold at rates varying from \$114½ to \$122 per share. Four hundred shares were sold at \$115½, 690 shares at \$115, 700 or more shares at \$120, 182 shares at \$122, and the remainder at \$116 and a fraction.—*Baltimore Sun*, November 28.

It would take a train nearly seven days to run from New York to San Francisco, by way of Chicago, going at the rate of twenty miles an hour and making the usual express stops.

Northern Pacific Railroad.

The duty we owe to ourselves as a nation in the development of our territory cannot, for a moment, be questioned by any intelligent person, although there may, honestly be a difference of opinion as to how that development shall be made. We propose by the following extracts to show that if we do not see what is to our advantage that others do, and if we, through inertness fail to "grip the gear," there are those standing ready to seize the golden prize of the trade of the Pacific. We cannot afford to have any competition in this trade, it must be kept as a monopoly in our hands, and the result will prove more than the dreams of the wildest enthusiast has ever painted it. The following shows the attention this subject is now attracting in the Dominion of Canada:

OTTAWA, December 4, 1867.

BRITISH COLUMBIA.

Mr. Waddington, a resident of Vancouver's Island, is here to promote schemes for opening up communication overland with British Columbia. It is proposed to open a line of land and water carriage from the head of Lake Superior to the Pacific Ocean.

We have often alluded to this cherished scheme of our Canadian Brethren before, and to show that it is not a new project, we republish the following article from the *Detroit Post*, of November 26. The work from which these extracts are made is written with a good deal of ability, and published in London in 1850; we have on previous occasions made extracts of it, and shall take occasion to refer to it again. The *Post* says:

I forward the extracts referred to in my last communication. They will show what was even once thought and urged by our neighbors, and their parent government. Now is the time for action on the part of the United States Government and people. Who can tell how soon the policy suggested in the work from which these extracts are made, may be revived, and with such success as to frustrate the North Pacific Railroad which it is by all means important should be constructed on our own territory?

QUOTATIONS FROM "BRITAIN REDEEMED AND CANADA PRESERVED."

London, 1850, Wilson & Richards.

Page 23.—"A late speech in Her Majesty's Parliament has mentioned the probable foundation of our infant princes of kingdoms yet unknown. It is rather anxiously to be desired that Providence will reserve for them what we now hold, and that not a single jewel may fall from the Imperial Crown, ere it encircle the fortunate brows of 'The First Albert.' Let the *Redemption of Great Britain* and the *Preservation of Canada*, be inseparably connected in the pages of future history, with the lustre of that name."

Page 58.—"This country of promise is *Canada*; but not *Canada* under the present system; with its interior still desert and unfrequented, its population troubled and discontented, all huddled to the east in mixed community; its finest portions abandoned to the savage, and its western coast a *cul de sac* or

non-thoroughfare, without a peopled port or local ship. No, but a *Canada* capable of becoming a closely united member, or rather a *portion* and *parcel* of our State; as intimately mixed up and connected with us as Scotland and Ireland, pursuing the same objects and interests under branch institutions and one identical government and polity; her expansive bosom peopled from her eastern to her western extremity, and the intermediate space constituted the general highway round the world's circumference, the future channels of the whole world's general intercourse and commerce: and all this, marvelous as it may appear, by easy, cheap and self-evident means."

Page 68.—"But despite such powerful incentives to the prosecution of our interests in *Canada*, the business of colonization has been principally confined to private enterprise; and so far from pushing our way into the western interior, we still continue only to accumulate settlers on the eastern shores, as if our whole views and interests were circumscribed to establishments connected with the Atlantic, as if the opposite coast of the North Pacific was not likewise a possession of England, and the question of connecting the two oceans, by facile, and direct communication, one of the very greatest objects which could possibly occupy the mind of Great Britain, while thousands of square miles between, capable of the highest degree of culture, are still left neglected under the disgraceful designation of 'unknown lands.'"

Page 75.—"Nature presents us with the means, in the happy position of Van Couver's Land; the Canadian lakes open a half way across to this promising point, through the heart of our own possessions, and from the western point of Lake Superior, modern invention presents prompt and familiar means; were we only to bridge the intermediate space between these half way waters and our north-west harbor. At the bare thought of so rapid and direct a channel between Europe and Asia, what pictures of certain prosperity and grandeur, enterprise and activity, crowd upon the mind. With the prospect of a wilderness peopled—a remote ocean converted to an immediate and familiar high road—and regions teeming with countless myriads, hitherto only reached by tedious circumnavigation of the globe, brought to intimate connection as it were, at our very door; pictures we can not contemplate without exclaiming, England arouse! Ministers awake!"

"What an increase to her lake fleets! What development of her productions! The finest natural country in the world. She would hasten to a consummation in point of artificial excellence, speedily rivaling the United States, and joined by the firmest links of commercial sisterhood to the old country, to which she is bound by tradition and the ties of parentage and right, she would unite with her in asserting the greatest empire in the world."

Page 464.—"If we should succeed in carrying out the railway, we anticipate all the designs of the United States. We leave her and France and the rest of the world to battle for the passage of the canal; while in case of war by land or at sea, we possess another key to the East, a second entrance still more grand and secure. We shall thus arrive at the emporium of China, and shall they derive the full benefits to which our present position with that country entitles us. We shall be independent of Europe, unfatigued of necessity by the length and uncertainty of the great Indian voyage, arrive at India both ways, be within a month of Canton, and be enabled to trade without the chance of dispute in one great cir-

cle round the world. But without the incorporation of *Canada* this cannot be done."

Page 136.—"The country which has founded and maintained these colonies, at a vast expense of blood and treasure, may justly expect its compensation in turning their unappropriated resources to the account of its own redundant population. They are the rightful patrimony of the English people—the ample appanage which God and Nature have set aside in the new world for those whose lot has assigned them but insufficient portions in the old." * * * "And if for great political objects, it ever became necessary or advisable to unite all the British provinces under one legislative government then there will be found on this side of the Atlantic one powerful British state which supported by the imperial power of the mother country, may bid defiance to all the United States of America. The means to the end—the first great step to its accomplishment—is the construction of the Halifax & Quebec Railway."

Page 452.—"There are three different fates that await *Canada*. One is to be annexed to the United States; the other to become an independent country; and the third to be incorporated with Great Britain. She neither can, nor will remain as she is. It is at once against reason and historical precedent. If she does, it is an injustice to her inhabitants and name. For their is not either soul, vigor, or unity, in a country so governed."

Page 460.—"We conceive that *Canada* has a right to expect this. Her population is, we believe, now equal to that of Scotland at the union. She is far more important to us, we say it without offense, save in actual position, as a natural integral part of this empire, than Scotland either is or was. What advantages would at once be possessed by the Canadians, were our project of the railroad realized! How soon would mighty forts arise at either terminus of Halifax and Van Couver's Island?"

Page 489.—"We expect that a great town, soon rivaling Quebec in extent, will spring up on that most perfect site, which the reader will observe in consulting a map of North America, half way between Halifax and Van Couver's Island, between Lakes Winnipeg and Manitoba, on the neck of land north of Fort Garry, to which reference has before been made, and which we already with eager enthusiasm, christen by the name of 'Victoria,' as a more auspicious object than the antipodean settlement, at present bearing that name, for which anxious legislators are at present laboring to create a separate Constitution."

"Another town would speedily attain commercial importance from its shipping interests at Van Couver's Island to the south of Fort Langley; whilst Halifax would at once rival Liverpool in its rapid development."

The above extracts need no comment. They speak for themselves, and we should give due heed of them.

Let Michigan improve the advantages she has, and demand her share in the great improvement contemplated by the Northern Pacific Railroad, and we may secure all and more of the trade and greatness that appropriately enures to us.

The movement at Saginaw, noticed in the *Enterprise*, is in the right direction, and deserves the attention of Detroit and the people of both peninsulas. It is worthy of praise and patronage by every intelligent and monied citizen.

MICHIGAN.

The Knoxville and Kentucky Railroad is nearly completed to the State line, and trains run regularly on the road. How long will it be before they run to Cincinnati?

The Iron Railroad Bridge Over the Allegheny—Full Description.

The Pittsburg, Fort Wayne & Chicago Railway bridge across the Allegheny river at Pittsburg, lately rebuilt in a most permanent manner by the above Railway Company, was originally built by the Ohio and Pennsylvania Railroad Company, to complete their connection with the Pennsylvania Railroad at Pittsburg.

The foundations were begun in the month of August, 1854, and the bridge finished in September, 1857, by the P. F. W. & C. R. R. Co., of which the Ohio and Pennsylvania Railroad was one of the consolidated companies.

The original superstructure for double track was of wood, on the Howe truss plan, with arches for additional strength. The increased traffic on the railway, and with it the larger wear and tear occasioned, in addition to the bridge not being properly protected in the first years after its erection, made it a necessity at a very early day (considering the importance as a main line of trade and travel between the East and West, which the Fort Wayne Railway had acquired,) to provide for its re-construction.

In the fall of the year 1863, the then Chief Engineer of the Railway Company, John B. Jarvis, Esq., after careful Examination, submitted and recommended for approval of the President, George W. Cass, Esq., the present plan, an entirely wrought iron structure, designed and calculated in regard to strength in all its details by Felician Slataper, Engineer and Architect of the company, under whose immediate superintendence the work has been executed.

The plan having, during the following winter been adopted, a contract was made with Charles J. Schultz, of Pittsburg, for the construction of its iron work, which was commenced in the spring of the year 1864.

The original structure consisted of seven spans of various lengths, being in all 1172 feet long. On account of the peculiar form and location of the company's freight yard at Pittsburg, between the bridge and Penn street, it was found necessary to place the switches that connect the large number of tracks in their yard as far as possible out on the bridge, in order to use the ground in the most economical and advantageous manner, and to facilitate the lengthening of these tracks for the contemplated new and large Freight Houses required for the accommodation of the constantly increasing business of the railway company.

To accomplish this an additional pier 101 feet long was built on the wharf, under the first span on the Pittsburg side, and the abutment extended parallel with the river along Duquesne Way to 148 feet in length. By this arrangement the bridge as now constructed opens gradually like a fan towards the Pittsburg freight yard, being at the narrowest part, next to the main span, 55 feet in width and extending out 176 feet in length, to the point where it connects with the yard, where the width is 138 feet. The surface thus gained, being equivalent to nearly two-fifths of an acre of additional ground, is covered over between the rails with three inch oak plank fastened on the solid oak floor beams of the bridge, which are placed eighteen inches apart.

For symmetry and economy in the construction, another pier was also built on the wharf at the Allegheny city end span of the

bridge. At both of these end spans the tracks are now supported from below by strong iron plate guides, made entirely of plate and angle iron, all well riveted and and substantially braced together. The two western spans have each three girders eighty-nine feet in length and six feet six inches deep, to support the double line of railway, the middle one being made proportionately stronger.

In the eastern two spans, which form the above mentioned addition to the yard, eighteen iron plate girders, varying in length from eighty-six to ninety-three feet, all six feet one inch deep are placed, distributed according to the track they are intended to support.

The five large spans over the main part of the Allegheny river are built for a double line of railway, with one projecting foot path on the outside, consisting of three main girders, one on each side, and one in the center between the ways. The average length of the spans is 153½ feet in the clear, with a bearing of five feet on each pier. The depth of the girders is nineteen feet. The clear width between the outside and the central girders is fourteen feet, except the south part of the first main span, where it widens from fourteen feet at one end to thirty-two feet at the other.

The top and bottom sections of the girders are in the form of the letter T, but they, as well as all other parts, are carefully arranged so as to insure as much as possible uniform strength for the bridge throughout, in proportion to the effects produced upon it by the load. The cross sectional area of the top chord consists of four thicknesses of iron laid one over the other, well riveted and forming together a plate 2¼ inches thick, and 24 inches wide in the centre of the girder, and diminishing gradually to about two-thirds its cross section at the ends, where it rests on the piers. In addition to which, there are two large angle irons, 9 inches by 3½ inches by ½ to ¾ inch thick, and two vertical bars 12 inches by ½ inch on the inside between the angle iron, running along the center of the horizontal plates which form the top and bottom portion of the girders, to which they are attached by two of the angle irons, the other two serving to join the flanges to the bars which form the vertical web.

The cross sectional area of the bottom chord consists of two thicknesses of iron well riveted, forming a plate, in the centre part 2½ inches thick and 27 inches wide, the balance of the construction being similar to the top chord.

The vertical web is composed of lattice work, which is formed of two sets of bars 6 inches wide, crossing each other, and inclined to the top and bottom at an angle of 48 degrees, and forming a net work, the distances of the crossing apart being 2 feet 1 inch between the centres of the rivets, measured along the bars the thicknesses of the bars increasing from ¼ inch at the centre part to ⅝ inch at the ends of the girders. They are secured at their crossings by two rivets. The lattice work is stiffened by vertical angle irons fixed double on both sides, at distances of about 8 feet apart. The central girder has about three-fourths more iron in the cross section than the outside girders.

All the iron work is well braced and tied together above and below by a system of transverse and diagonal rods.

The ways inside, to insure proper elasticity, are supported by white oak floor beams, at intervals of two feet apart between the centres,

on which the steel rails for the railway are fastened.

The following amount of iron was used in the twenty-four plate girders of the end spans, including bracing, tie rods, &c.:

	Pounds.
Plate Iron.....	540,900
Bar do	60,000
T and Angle Iron.....	142,600
Rivets.....	45,400
Cast Iron Bed Plates.....	49,000
Total.....	848,000

The five main span of lattice girders contain:

Plate Iron.....	1,190,600
Bar do	592,100
T and Angle Iron.....	718,600
Rivets.....	133,500
Cast Iron Bed Plates.....	73,700
Total.....	2,758,000

Over 350,000 rivets (each of which was required to be made red hot before they were driven home in their respective places) were used to connect together the above described 1778 tons of iron.

The cost of the iron bridge superstructure proper was \$435,000. The total cost, including additional masonry, temporary support of tracks, and other incidental expenses, \$530,000.

The iron, of a superior quality, has been furnished for the whole structure by Messrs. Jones & Laughlins, of the American Iron Works of this city.

The principle of the construction is known as the lattice girder plan with vertical stiffening, and the structure is believed to be the only one of the kind in the United States, although the principal is used very extensively, in modified forms, on the German, Russian and Italian railways—*Pittsburg Gaz.*

A NEW SOUTHERN CONNECTION OF THE ILLINOIS CENTRAL RAILROAD.—“A plan has been originated to build a branch road southeast from the Illinois Central at Mason or Edgewood, through Clay, White, Wayne and Gallatin counties, to Shawneetown, on the Ohio river, and through Union and Hopkins counties, Kentucky, to Providence, where it will connect with a branch of the Henderson and Nashville Railroad, making direct communication with the latter place. Some of the road, in fact, is at present under contract, and the people of Kentucky are ready to raise their share of the money needed if their friends in Illinois raise theirs. This road would secure Chicago most valuable fruit markets and add to her grain market and chances for disposing of goods and manufactures, and its completion is urged by influential parties in that city.”

THE SUSQUEHANNA BRIDGE.—This great railroad bridge across the Susquehanna River at Havre de Grace is, as most of our readers know, composed of a large number of heavy wooden arches resting on the stone piers and supporting the superstructure. For some time a large force of workmen have been improving these arches and adding still further to their strength, by connecting their ends of heavy steel bolts, running the full length of each arch. This work has just been finished, and the bridge is pronounced stronger than ever.—*Wilmington Com.*

Polytechnic Association of the American Institute.

[Reported for the American Artizan.]

THE Polytechnic Association of the American Institute held its regular weekly meeting on Thursday evening, Sept. 26, 1867; the president, S. D. Tillman, Esq., being chairman.

Among the scientific items that were read was one upon the comparative strength of fibrous and crystallized iron, and quite an animated discussion followed. The chairman remarked that when the Bessemer process of manufacturing wrought from cast iron was first introduced into England, many persons objected to the product because it had no fiber, and from this they argued that it must be weak. Experience has shown that it is really stronger than fibrous iron.

Mr. Fisher thought that the idea of the fiber adding strength to iron was absurd, while other members thought that fiber did add strength to metals.

The subject of the evening, "The Boilers now in the American Institute Fair," was then taken up, and the Root, Gerner, Davis, and Wilcox boilers were severally explained and illustrated by drawings.

The Root boiler was explained by the inventor, Mr. John B. Root, of the Root Steam Engine Company. This boiler is made of sectional wrought-iron pipes, four inches in diameter, and it may be made any length, according to length of pipes, or as pipes may be cut to advantage; the object being to subdivide the steam and water so as to avoid those disastrous effects which often ensue in other forms of boilers. The ends of the wrought-iron pipes are screwed into square cast-iron blocks, and these blocks have each two apertures cast in it, but within the diameter of the pipe, which is screwed into the inner side of the block; upon the outer side of the block two return bends fit into these apertures and connect each pipe at that end with the pipe above and the pipe below. These return bends are made steam-tight in the apertures by rubber washers, and are held in their places by bolts and clamps. The whole is then connected together by means of cross-pipes at the lower and upper corners of the boiler, the water being received in the former and the steam educted from the latter. The advantages claimed for this boiler are safety from explosion, greater portability than other boilers—no piece weighing over 100 pounds—accessibility for cleaning and repairs, any injured part being capable of removal and replacement without disturbing other parts of the boiler, and absolute freedom from foaming or priming.

Mr. Henry Gerner, of the New York Gerner Steam Boiler Company, then presented drawings of the Gerner boiler, and explained its construction. He said that the principle of this boiler was old, but some of its arrangements were new. It had been ascertained that by inclosing a smaller boiler within a common cylindrical boiler, and using this as a steam-receptacle, the effect of the boiler was doubled. The Gerner boiler consists of a stone-shaped receptacle, placed loosely within a common cylindrical shell, and rested loosely within this shell, being supported by iron legs. In this cone the steam was received, being generated by the film of water which surrounded it, being contained within it and the outer shell. The steam delivered was only dry steam. The same principle can be applied to almost all forms of cylindrical boilers now in use and at a small expense.

Mr. Wright then presented drawings of the Davis patent boiler, as made by the Duplex Steam Boiler Manufacturing Company, of Long Island City, L. I. This boiler is of the vertical flue kind, and is surmounted by a dome, and from this dome the steam is conducted into a series of cast-iron spheres placed horizontally over the upper ends of the flues, in number generally six or eight, and the steam after making the circuit of these spheres is conducted where it may be desired. This series of spheres is designed for super-heating, and forms the principal feature of the boiler, and the dome forms a steam-drying apparatus. (Illustrated on page 33, Vol. IV., of the *American Artizan*.) It is claimed by the inventor that, without additional fuel, the steam is super-heated 100 degrees above the common steam, thus increasing its expansive force fully one-third.

Mr. Thurston then presented drawings and explained the peculiarities of the Wilcox boiler, as made by the Wilcox Caloric and Steam Engine Company, Providence, R. I. This boiler is especially designed to supply small motors from three to twenty horsepower, and, as the first consideration is safety, the steam, instead of being formed in one large vessel, is generated in small chambers of cast-iron placed vertically, and so arranged that, if by any means one chamber should give way, the steam would escape gradually without harm. The sections of these chambers are made of great strength, and are tested with 500 lbs. pressure to the square inch. These sections are bolted together with three bolts, so that any one of them can be removed and replaced, thus making repairs very easy and quick, if ever required. All sediment and impurities are carried into a space under the ash-pit, where they settle and can be blown out. There is a rapid circulation of water while the boiler is steaming. The boiler is encased with a double jacket, which is filled with plaster.

Mr. Fisher then presented a plan of a modification of the Howard boiler, and drew some conclusions from the different forms of English boilers, naming Jordan's, Howard's, Field's, and others.

Some remarks and inquiries were drawn out as each form of boiler was presented, and the chairman said, at the close of the meeting, that it was seldom that boilers so varied in principle and construction were thus presented and explained at the same time. It was proposed that the subject of boilers be brought up, and that the next meeting be devoted to the criticism of the boilers just presented and explained.

The meeting then adjourned for one week.

ATLANTIC AND GREAT WESTERN RAILWAY—BRANCH FROM AKRON TO TOLEDO.—It is questionable whether the Atlantic and Great Western Company is in a condition, financially, to extend its connections. That a branch, terminating at Toledo, would be of infinite advantage to the Atlantic and Great Western is beyond question, and that it would be of very great advantage to Toledo and the country tributary is equally true. The one eastern line we have would be insufficient, were it managed in the interest of the trade of this city.

The Atlantic and Great Western ought to build a branch to Toledo, commencing at Akron, and running on an air line as near as possible to this city. The local traffic of a properly managed road through the counties between Toledo and Akron would nearly, if not quite, support it, and with the feeling now

existing, the line could depend upon its full share of the immense business done at this point. Another favorable route would be from Galion through Bucyrus and Tiffin, which is now being surveyed. Such a road would give Toledo the coal supply so urgently demanded, and would give us what we have always needed and eventually must have, another eastern outlet.—*Toledo Blade*, November 13.

The receipts of the Western Union Railroad Company for the week ending November 30:

	1867.	1866.	Inc.	Dec.
Freight....	\$12,899 81	\$13,105 33	.....	705 52
Passengers	5,182 00	4,600 63	574 25	.....
Express and Tel.	570 00	250 00	320 00	.....
Mail.....	375 00	370 91	.....	4 91

Totals.....\$19,027 71 \$18,413 89 \$614 25 710 43

Receipts from January 1, to Nov. 30:

1866.....	\$750,562 03
1867.....	720 2 8 11

Decrease.....\$ 39,329 12

MONETARY AND COMMERCIAL.

There is a slightly improved condition in the money market, the supply of currency having increased through better collections, and more ease is felt. Bankers, however, have as much as they can attend to in supplying the wants of their customers. Rates of discount remain without change, and those not having strong claims on their bankers, are still forced to pay the figures asked by outsiders. But little "let up" can be expected until the middle of January, when taxes will have been all paid and the return flow of currency for the pork crop will begin to have its influence.

Exchange is in good demand and the market firm. The following are the quotations:

	Buying.	Selling.
New York.....	50c dis.	par
Philadelphia.....	50c dis.	par
Boston.....	5c dis.	par
Gold.....	137 1/2	137 3/4
Silver.....	127 1/2 @ 130	128 @ 131

The gold market has been weak during the week, having closed on Wednesday at 136 1/2. Of the New York stock market the *Tribune* says:

Railway shares were steady with moderate sales. After the call the market was firm and higher, and so continued up to the meeting of the Second Board, when a further advance shown in Governments, and in most of the active Railway shares. New York Central sold at 114 1/2; Michigan Southern at 80 1/2; Erie at 71 3/8; and North-Western Preferred at 67 1/2. At 6 o'clock quotations were as follows: Adams 83 @ 86 1/2; Wells, Fargo, 57 1/2 @ 58; American, 81 @ 82; Merchants Union, 41 @ 41 1/2; Canton, 44 1/2 @ 45; Cumberland, 26 @ 27; Western Union, 32 1/2 @ 33; Quicksilver, 15 @ 15 1/2; Mariposa, 7 @ 8; do. Preferred, 12 1/2 @ 14; Pacific Mail, 128 @ 129 1/2; Atlantic Mail, 117 1/2 @ 118 1/2; Boston Water Power, 17 1/2 @ 18; New York Central, 114 1/2 @ 114 1/2; Erie, 71 1/2 @ 71 1/2; do. Preferred, 80 @ 80 1/2; Hudson, 124 @ 124 1/2; Reading, 96 @ 96 1/2; Michigan Central, 110 @ 110 1/2; Michigan Southern, 80 1/2 @ 81; Illinois Central, 134 1/2 @ 134 1/2; Cleveland and Pittsburg, 83 1/2 @ 83 1/2; North-Western, 59 1/2 @ 60; do. Preferred, 67 1/2 @ 67 1/2; Cleveland and Toledo, 102 @ 102 1/2; Rock Island, 95 1/2 @ 96; Fort Wayne, 97 1/2 @ 97 1/2; St. Paul, 40 1/2 @ 41; do. Preferred, 61 1/2 @ 61 1/2.

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WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.&D. & D.&M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

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REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R.R., Indiat. ap. c
Aug. 2, 11.]

THE STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

a locomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circulars and other information, address,

STEAM SYPHON COMPANY,
48 Dey Street,
New York.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

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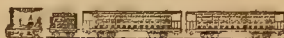
CINCINNATI.

THROUGH —FROM— CINCINNATI TO NEW YORK

WITHOUT CHANGE OF
COACHES!

—VIA—

Atlantic & Great Western R'y.



PASSENGERS leaving CINCINNATI by the A. & G. W. Railway, on Saturday Morning, by the 6:00 a.m. Lightning Express, go

THROUGH TO NEW YORK

Without Detention arriving in New York 3:15 p.m. next day, Sunday.

2 Through Lightning Express Trains for New York, Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave Cincinnati.....	6,00am.....	7,00pm
" Dayton.....	8,20 ".....	9,15 "
Arrive West Salem.....	1,40pm.....	4,03am
" Leavittsburg.....	4,40 ".....	7,30 "
" Meadville.....	7,05 ".....	10,15 "
" Susquehanna.....	7,30am.....	10,38pm
" Paterson.....	2,33pm.....	6,17am
" New York.....	3,15 ".....	7,00 "
" Boston.....	6,00am.....	5,00pm

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for all Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

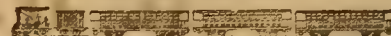
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

W. B. SHATTUCK, Gen'l Ticket Agt. L. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a.m. and 8:00 p.m. On Sundays, one Express Train at 8:00 p.m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a.m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p.m., Pittsburg 12 light

9:00 a.m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 4:30 p.m. Without change of cars from New York to Harrisburg.

8:00 p.m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p.m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a.m. next day.

3:00 a.m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p.m.; passes Harrisburg at 3:00 a.m.; Reading at 4:40 a.m.; Allentown at 6:00 a.m.; Easton at 7:09 a.m. Through cars from Pittsburg to New York.

9:05 a.m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p.m.; passes Harrisburg at 9:05 a.m.; Reading at 10:52 a.m.; Allentown at 12:22 p.m.; Easton at 1:10 p.m. Through cars from Pittsburg to New York.

7:25 a.m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a.m.; Allentown at 12:20 p.m.; Easton at 1:35 p.m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p.m.

2:10 p.m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a.m.; passing Harrisburg at 2:10 p.m.; Reading at 4:30 p.m.; Allentown at 6:00 p.m.; Easton at 7:20 p.m. Through cars from Harrisburg to New York. Arrives in New York at 0:45 p.m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

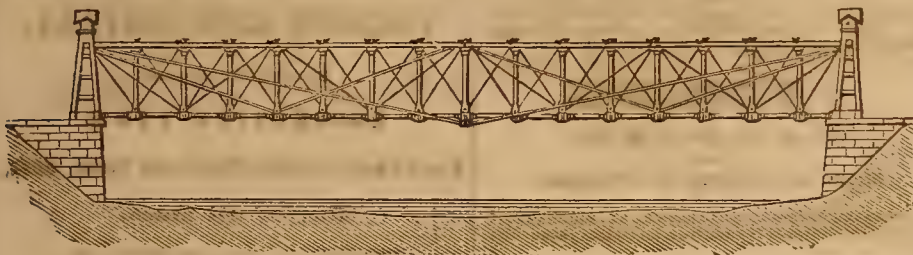
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN.

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and railroad work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and finish of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

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AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent.
myll Pittsburg, Pa.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

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T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight. All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for the celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester Road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and a rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.

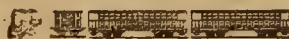
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run CINCINNATI Time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GLISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Frontstreet where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE, General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
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Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Elgine and Car Axles, Pump and Piston Rods,

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same, &c., Gas Works Castings, etc., etc.

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STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave at

timore for Philadelphia at 8.25 P. M. Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, { Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, DECEMBER 12, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Morning Express.....	7:00 P. M.	6:10 A. M.
Night Express.....	6:00 A. M.	6:00 P. M.

LITTLE MIAMI.

Lightning Express.....	7:40 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:40 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue, Baltimore and Washington City Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City Night Express.....	12:35 A. M.	5:50 A. M.

Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:09 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE. Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.

Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.
Louisville Special Train.....	3:45 P. M.	1:50 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:30 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:40 A. M.	6:00 P. M.
Lexington Express.....	2:40 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

Railroads to the Pacific and the Public Domain.

THE DUTY OF CONGRESS AND THE INTEREST OF THE PEOPLE.

There are two very important subjects that will attract a due share of the attention of Congress during the present session, 1st, the extent and extension of the Public Domain; and 2d, the best means of improving what we now possess, as well as what we may hereafter acquire, and the consequent duty of Congress based on the real and permanent interest of the whole people. The extent of the Public Domain, as shown by the report of the Commissioner of the Land Office is 1,465,468,800 acres; to this has been added by the purchase of Alaska, 369,539,600, making a total of 1,834,998,400 acres; the unoccupied farm of the whole people of the United States.

While to this should be added what manifest destiny indicates, sooner or later (if not before the expiration of the present session of Congress) will belong to our government; say the Hudson's Bay Territory of 2,500,000 square miles; or 1,600,000,000 acres, and of the Territory of Mexico, the States of Sonora which contains 17,172 square leagues, or 76,930,560, and Chihuahua, 61,088,640 acres, and Lower California, as large as both, and if we estimate that its area will cover the private landed property of the three Mexican States, we will still make an addition to our vast domain the magnificent array of 1,738,019,200 acres, making a grand total of 3,573,017,600 acres.

It is to this vast estate that we say that Congress must pay some attention, and if they fail to make provision for its improvement and development they will be recreant to the trust reposed in them by the people, and come short of their duty as stewards of the Almighty, who has committed into their hands this means of conferring immeasurable happiness on the human family, by extending the area of civilization, relieving the crowded countries of the old world, and diffusing the benefits of an enlightened, industrious and comprehensive Christianity.

We are glad to see by the following that this matter is, in a measure, at least, comprehended by some of the Members of Congress. From the reports of the proceedings we learn that—

Mr. RAMSEY, of Minn., submitted the following, which was ordered printed:

Resolved, That the Committee on Foreign relations be directed to inquire into the expediency of a treaty between the United States and the Dominion of Canada, which shall contain the following provisions:

First—That duties of 5 per cent. *ad valorem* shall be imposed on all importations from Canada, being the exclusive production or manufacture of Canada to the United States or from the United States to Canada, which shall be substituted for the existing tariffs of the respective countries.

Second—That the excise duties of the United States and Canada, shall be assimilated by concurrent legislation.

Third—That navigation of the great lake canals, and the channel of the St. Lawrence, shall be forever free to citizens of the United States and Canada.

Fourth—That Canadian vessels in American ports, shall be entitled to all the privileges of American vessels in Canadian ports.

Fifth—That the fisheries of the Atlantic coast shall be free to citizens of both countries.

Sixth—That a common system of law regulating copyright, patent rights, and postage, shall be extended over both countries.

Seventh—That Canada, with the consent of Great Britain, shall cede to the United States the District of North America, west of longitude 90°, on the following conditions, to-wit:

First—The United States will pay \$6,000,000 to the Hudson Bay Company in full discharge of all claims to the territory or jurisdiction in North America, whether founded on the charter of the Company or any treaty, law or usage.

Second—The United States will assume the public debt of British Columbia not exceeding two million dollars.

Third—To aid the construction of the Northern Pacific Railway from the western extremity of Lake Superior to Puget Sound, the United States, in addition to the grant of land heretofore made, will guarantee dividends of 5 per cent. upon the stock of said coupons, provided that the amount of stock guaranteed as aforesaid shall not exceed \$20,000 per mile, and Congress shall regulate the securities for the advance on account thereof.

Fourth—The northwest territory shall be divided and organized into territories of the United States, not less than three in number, with all the rights and privileges of the citizens and Government of Montana Territory, so far as may be made applicable.

In this proposition is embodied both the acquisition of territory and its improvement. The extent of territory proposed to be acquired we have already shown to be 2,500,000 square miles, and there will be more than one grand result follow. 1st. The acquisition of the territory. 2d. An unbroken coastage on the Pacific. 3d. The extension of our Institutions, destined eventually to cover a continent, and make our country the wonder, the admiration, and the fear of the world. But of greater importance than all,—4th. It will give us the undisputed control of the commerce of Asia via our Pacific Railroads.

THE MEANS OF IMPROVEMENT.

That the construction of railroads through a country is the cheapest, most certain, as well as the quickest method of improving and developing either an old settled or a new country, we presume, will not for a moment be disputed; indeed, it does not admit of a question. The only question in the matter for our consideration then is, who shall construct these roads, exclusively through Government territory? Who is to receive the benefit of the increased value of the Public Domain, now inaccessible, dormant, and not

available for the use of civilized man? We do not believe in the doctrine of "voting yourself a farm," or of squandering the Public Domain by grants of land to individuals who have only an equal interest in them with every other citizen; and we are equally opposed to the policy of the government engaging directly in the construction of a vast and comprehensive system of internal improvement, as concentrating too much patronage, breeding corruption in the body politic, and embittering the contests for political power, all of which it should be the policy of our patriotic Legislators to avoid, if possible.

The policy heretofore adopted of encouraging private enterprise to engage in the construction of these great works of internal improvement by subsidies of land has been the wisest as well as the cheapest method of promoting their construction. In appropriating the land for such purposes, the government does not make a donation, it merely awards a portion of what has a very limited value for services or outlay in rendering the remainder of its property of a fixed and market value. The amount thus awarded is not a tithe of the wealth with which the government is imbued by the enterprise and outlay expended by the recipients of the land grants.

The value of these grants are, however, frequently, nay, generally, erroneously estimated—their value being fixed at what they are worth when the improvements have been made some years—whereas, the true criterion is what are they worth at the time of the appropriation. This is where many who are conscientiously opposed to government aid to public works err; but little thought, however, would be required to correct the error.

We have of late heard much said of the interest of "the laboring man" (we make use of the term in no sense of disrespect,) in the public domain, and that instead of granting it away to corporations and wealthy men, it should be reserved for the "benefit of the poor"—"God's poor." This is a species of special pleading and sophistry that has no foundation whatever, and is made use of either through a lack of comprehension of the subject, or is the plea of a mere demagogue to answer his temporary and personal ends. The facts in the case are that "the laboring man," as such, is no more entitled to an acre of public land than is any one else, for it belongs alike to all, and as long as the right to individual property exists, without which there is no law, and society reverts to chaos, we must acknowledge and enforce the regulations for the origin and transfer of titles. But, again, the great mass of the public domain by its exceeding great inaccessibility is worthless to "laboring men," and can only be rendered valuable to them by the very process advocated of constructing pathways to it and avenues for commerce through it. What bet-

ter, cheaper, or more appropriate method can be devised than granting a small portion—"a drop in the bucket"—of these very lands. When they are thus improved, and not before, the "laboring men" will find happy homes along their route, with security to their property and the means of social intercourse and traffic with their fellows, without which we would be in a state of semi-barbarity. It will cost one hundred and fifty millions of dollars to complete any one of the Pacific railroads, expended in labor and its products. We pertinently ask, to whom does this go—does it not go into the pockets and for the support of the "laboring man?"—besides furnishing a permanent field on and along its route for labor and enterprise unequalled in the history of the world. Where then is the true interest of the "laboring men?" Is it in crushing enterprise and throwing away the opportunity of commercial supremacy now presented to this country by the construction of the Pacific railroads, or is it to pursue the enlarged and liberal policy advocated, so many centuries ago of not "muzzling the ox that treads out the corn." Liberality and wisdom generally go hand and hand together, and the construction of railroads to the Pacific ought not to be made an exception to the rule.

From the action of the Canadian Parliament, it will be readily seen that if we do not push forward the great work of improvement and development of our territory and seize the reigns of commercial greatness, that they will become our competitors. The construction of our Northern Pacific railroad will put an end to their more costly enterprise, and will not only draw the trade of the Hudson's Bay Territory to its line but will greatly facilitate the negotiations for the speedy and more reasonable purchase of that vast territory.

The aid asked for by the resolutions of Mr. RAMSEY of merely guaranteeing the interest on the stock at five per cent. does not increase the public debt, and hence is much more preferable than the plan of government loaning its credit or becoming responsible for the indebtedness of the company. There can be no doubt but the resources of the company from traffic and the sale of lands after the road is completed will enable it to pay the interest without calling on the government, while the saving to the government in the reduced cost of transportation of military stores, and the advantages in case of war either with a foreign power or with Indian Tribes, are items of no inconsiderable importance. Celerity of movement, no less than magnitude of force, constitutes the soul of strategy and gives force to the "sinews of war."

One other remark and we close. We regret that the construction of the Northern Pacific railroad should be coupled by Mr. RAMSEY with so many contingencies. The necessity for its construction is so great that it should

not be jeopardized by any possible contingency whatever; while the other matters presented in the resolution will require time for their mutual adoption by different countries, in both of which serious opposition may arise, the construction of the Northern Pacific railroad should be pushed forward with a vigor, equal, if not superior, to that displayed in the construction of the other routes. It may then become the vehicle by which the schemes of aggrandisement will be fulfilled, and the dreamy destiny of the vast extent of our country, from the Equator to the Pole, become a fixed fact.

Railroads the Instrument of God for the Conversion of the World.

The venerable and eloquent BISHOP SIMPSON, of the Methodist Episcopal Church, makes use of the following beautiful, yet true picture of the progress of civilization as developed by what should be characteristically denominated the "Railroad age of the World." What an irresistible argument there is in those "iron bands" that are soon to encircle the earth—when the lightning's flash shall send greeting the burning thoughts of truth and spread the light and glorious civilization of enlightened Christianity from "the rising of the sun, to the setting of the same," with a speed that "beats time" itself—when the Messengers of the Gospel with the sublime tenets of the Bible and the devotion of the Apostles of Christ shall be carried to "the uttermost ends of the Earth" by the untiring and "swift-winged messenger" of the Almighty—steam—will not "the times of ignorance" be "winked at" and dissolved like the morning mist before the "glorious effulgence of the Son of Righteousness."

We have hope of the World! It is the province and duty of this age first to subdue our own country—but who shall doubt the efficiency of the agencies now at work—steam and electricity—as the instrumentalities of God—to subdue the hitherto untrodden ground of the heathen world and make it "bow at the footstool of Christ" and swell the glories of His all "conquering Kingdom." The child is now born who will witness telegraph and railroad intercourse through Asia and Africa as fully developed as they now are in Europe and America. Who for a moment can doubt their influence? and who is it that dare stand in the pathway of their progress? We thank God that our country sees the "mark of her high calling" and is doing her duty in advancing with wondrous celerity these civilizing and Christianizing instrumentalities of God.

BISHOP SIMPSON says:

"JESUS CONQUERING THE WORLD."

"Since we were children the world has been thrown open. The walls of China are crumbling, and almost gone; the ports of

Japan are taken; the island of Madagascar is giving way; the dark land of Africa is opening up; the icy-bound shores of the North are being warmed by the gospel, and its cool breath is being breathed over the tropics. The gospel is spreading, for Christ has all power in heaven and in earth; and what we have seen is a foretaste of the future. Tell me that India, China, Africa, and the cannibals cannot be converted: I tell you they can, for Jesus has all power. They belong to our Christ and he sends us out to preach the gospel to them, and they shall bow before the cross.

"It is only thus in the empire that the cause is extending; for I looked around me, and I almost hear the voice of God in the very elements. This world is becoming a great brotherhood: the nations are drawing near together. Oceans used to divide them, and men were afraid of the billows and of the winds. I often wondered, in my boyish days, why Jesus spent so much time by the sea of Galilee; why it was said he walked on the water—that he spoke to the winds and waves, and they were still; but as I have grown older, and looked at the destiny of this earth—that it is all to be brought together; the oceans are to be the highways upon which millions will find their living—I see the beauty and significance of Jesus walking on the surface of the water, sleeping in the holds of little ships, and, calm in the midst of the storm, laying down to sleep, and saying: "The sea is mine."

"Look at those iron bands which have united the Atlantic and Mississippi, and will soon bind the Mississippi and the Pacific. Look at those telegraphic wires on which men whisper, and their words ought to be words of light and love.

"What is all this? It is Jesus conquering the world. The iron, the steam and the lightning are his; he made them long before man found out their powers. God had placed them in the world. All power is his, and he has given them to us that the earth may be converted to God. God grant that we may work in harmony with his laws, may feel his power and his presence, and in the day of eternity, may all come forward with our sheaves of rejoicing."

THE BEAVER AS AN ENGINEER.—At the last meeting of the American Association for the Advancement of Science, L. H. Morgan, Esq., of Rochester, read an interesting paper on the habits of the beaver. Having made this animal the subject of study for several years, he was able to give many interesting facts regarding the extent of their operations. On the southern shore of Lake Superior, in Marquette county, he found remains of long canals and dams constructed by them for the purpose of transporting their cuttings, consisting of trunks of trees two or three feet long, from the place where the trees had fallen to their lodges. Some of these canals were 300, 400, and 500 feet long. They were generally three feet wide, with an average depth of three feet. In order to maintain a continuous depth of water, they made dams at certain distances, and followed the Chinese plan—to whom the lock was unknown—of drawing their cargo from one level to another. Mr. Morgan has settled a long disputed point regarding species. From a comparison of more than 100 skulls of American beavers, with four or five of European origin, he is enabled to state that both classes belong to the same family.

Steamboat Navigation.

SUPERVISION AND CONDITION.

Our readers are aware, that by Acts of Congress the country has been divided into Districts, with Inspectors for the inspection and supervision of steamboats. These Inspectors meet and constitute a Board called the "Board of Supervising Inspectors." They make an Annual report, which is valuable and instructive. It gives very full information on the subject of steamboats, their tonnage, losses, and modes of loss. Steamboat navigation is intimately connected with railroads. In fact, they constitute together the whole means of the vast transfer business; the locomotion of the whole country; its products, its merchandise, and people. What is called the coast of the United States, internal and external, is now more than 40,000 miles. It extends from the sources of the Missouri to Passamaquoddy Bay, and from Passamaquoddy to the Rio Grande, and from the Bay of California to Alaska. Over this vast range of water and of country, the steamboat navigation of the United States extends. It is, therefore, not strange that steamboat building should be constantly extending. It is in not seeing this fact, that the Secretary of the Treasury's error in regard to ship building is partly due. The steamboat navigation is constantly increasing and must do so for many years to come. The increase of steamboat building for the last twenty years has been as follows, taken from the Report on Commerce and Navigation:

	Number.
Five years from 1847 to 1851 inclusive.....	1,065
Five years from 1852 to 1856 inclusive.....	1,285
Five years from 1857 to 1861 inclusive.....	1,189
Five years from 1862 to 1866 inclusive.....	1,804

The tonnage has increased much faster than the number of vessels, because there is a larger proportion of great ocean steamers built. Turning now to the report of the Board of Supervising Inspectors, we find other facts of great interest. As the Government documents are always a year behind, we can only give the results down to October, 1866. The Board report the number of steamers inspected at..... 2,796
Tonnage of those steamers 951,391 tons.
The average tonnage of steamers is 344 tons.
Total tonnage of the U. S.....5,432,000 tons.

The steamboat tonnage is, therefore, more than one-sixth the whole tonnage. But, this ratio is constantly increasing, and we have no doubt that in a short time the steamboat tonnage will reach one-half the whole. The ocean steamers are constantly increasing, and it will not be long before the class of large ships will give way entirely to steamers. Let us now turn to another class of steam statis-

tics. The Supervising Board gives us the following table:

Total number of pilots licensed.....	4,307
Total number of engineers licensed.....	5,051
Total number of lives lost by explosion.....	588
Total number of lives lost by collision.....	134
Total number of lives lost by fire.....	23
Loss of property by explosions.....	\$631,000
Loss of property by fire.....	1,995,000
Loss of property by wreck or foundering.....	509,000
Loss of property by collision.....	461,600

We are quite surprised at the large number of pilots and engineers licensed; from some cause they seem to be double the number of steamboats, and already make a large profession. It will be observed, that the loss of property by fire is greater than by all other causes. Probably, the loss of life is greatest by explosions.

The above table is explained and illustrated by the separate reports of the Supervisors, and in order to get a fair view of this subject, we will condense and analyze these reports, in order that we may see where these steamboats are, and how losses occurred:

District.	Steamers.	Tonnage.	Pilots.	Engineers.
San Francisco...	73	42,728	43	118
Oregon.....	26	4,074	50	41
New York.....	612	264,000	429	1,022
Philadelphia.....	240	55,195	194	306
Boston.....	81	42,734	96	170
New London.....	54	36,143	39	45
Portland.....	20	28,000	...	...
Baltimore.....	140	41,415	241	275
Norfolk.....	10	.....	11	18
Charleston.....	16	3,505	35	35
Wilmington.....	6	.....	...	...
Georgetown.....	2	.....	...	...
Savannah.....	36	7,964	103	99
St. Louis.....	189	86,048	466	363
Up. Mississippi, 109		16,408	142	164
Louisville.....	97	31,480	434	235
Memphis.....	27	6,152	132	86
Evansville, &c... 14		4,078	10	17
Pittsburg.....	170	44,768	330	293
Wheeling.....	53	9,733	80	94
Cincinnati.....	139	47,543	311	310
Chicago.....	87	.....	128	132
Detroit.....	117	.....	229	244
Buffalo.....	100	40,330	172	168
Cleveland.....	68	23,224	124	114
Oswego.....	13	3,500	33	28
Burlington.....	13	3,854	23	19
Mississippi and Red River.....	237	61,530	568	549

In looking over the above table, we find that the steamers are distributed between the ocean, lake and river coasts, as follows:

Ocean coast.....	1,316
Lake coast.....	310
River coast.....	1,122

The Oregon boats are really river boats, and therefore the number of ocean boats above is greater than it ought to be. By looking into the above details it will be seen that the number of boats enrolled on the Mississippi, Red river and Missouri, are 562. The number of boats enrolled on the Ohio river is 473. Thus it will be seen that the

river Ohio employs four-fifths as many steamboats as the Mississippi, the Missouri, and the Red river. This is due to the great population and trade of Cincinnati, Pittsburg, and Louisville. In order to show the causes of the loss of life, and the district in which the losses occurred, we give the following table, compiled from the special returns:

	Loss by Explosion.	By Fire.	By Col- lision.
On the ocean.....	84	1	12
On the lakes.....	141	7	91
On the rivers.....	3	17	...
	228	25	103

This includes only the loss from these causes. There were, perhaps, an hundred deaths from other causes. There were also a great many wounded and injured. On the whole, the casualties are not numerous, considering the great number of steamers. The proportion is not nearly so large as formerly. One thing must be noted, that the Inspectors say of nearly every case of accident, that it was the clear result of negligence.

Amount & Value of our Cotton Exports.

We are indebted to the Bureau of Statistics in the United States Treasury Department, for the following interesting figures touching the exports of cotton from the United States for the past twelve years:

June 30.	Weight of Export.	Value in Currency.	Value in Gold.
1856.....	1,351,431,701	.....	\$128,392,351
1857.....	1,048,982,475	.....	131,575,859
1858.....	1,118,624,012	.....	131,396,061
1859.....	1,336,468,536	.....	161,434,923
1860.....	1,767,686,384	.....	191,806,553
1861.....	3,075,516,099	.....	34,051,433
1862.....	5,010,011	\$1,180,113	1,151,243
1863.....	11,384,986	6,652,465	4,846,925
1864.....	11,991,911	9,803,854	6,333,229
1865.....	8,894,374	6,636,400	3,364,356
1866.....	650,572,223	281,385,223	199,563,987
1867.....	666,576,314	202,911,410	143,908,201

During the last year the export to Great Britain alone was 524,320,348 lbs. weight, valued in currency at \$161,021,504, or 30 7-10c per lb., equal to \$114,193,649 in gold, or 21c per lb. The British Trade tables show that 524,767,520 lbs. weight of American cotton were imported into the United Kingdom for the same twelve months, at a declared value of £28,207,940, which, at \$1 84 to the pound sterling, is equivalent to \$136,526,429 in gold, or 26c per lb. The quantity is almost identical, showing the correctness of our Bureau of Statistics. The difference in gold value arises from freight, insurance, commissions, &c., and the difficulty of precisely averaging the declared currency value at our custom houses with the fluctuations in the price of gold on this side.

The Grand Rapids Democrat says that arrangements have been made with the Michigan Central Railroad Company which makes it certain that the proposed Kalamazoo & Grand Rapids Railroad will be speedily built. The same paper says on Saturday last a contract was closed between the Grand River Valley Railroad Company, Hon. Amos Root, President, and the Southern Michigan & Northern Indiana Railroad Company, which secures the iron for that road from Jackson to Grand Rapids.

Report of the Commissioner of the Land Office.

In giving a "bird's eye" view of the extent and vastness of our country, and what we are doing with it, the Hon. J. S. WILSON, the Commissioner of the Land Office, in his very able report, states that the area of the public lands exclusive of the Russian purchase is 1,465,468,800 acres. The extent of Russian America is estimated at 577,390 square miles, or 369,539,600 acres, making a total of 1,834,998,400 acres. The aggregate of public lands which have been surveyed is 485,311,778 acres, leaving a residue of 1,849,686,622 acres yet unmeasured.

	Acres.
The quantity of public lands disposed of during the last fiscal year is.....	7,041,115,50
Of which there were sold for cash	756,619,61
Located with military bounty land warrants.....	476,760,00
Taken for homesteads under the Acts of 1862, '64, and '66.....	1,788,043,40
Approved to several States as swamp "in place".....	1,030,020,22
For indemnity swamp selections	35,429,93
Titles vested in certain States under railroad, wagon road, and ship canal grants for.....	523,169,52
And located with agricultural and mechanic college scrip, together with selections made by States within their respective limits.....	2,420,072,73
The amount received on cash sales, pre-emptions, &c., was..	\$1,347,862,52
The excess disposed of over previous year was.....(acres).	2,411,800,00

That portion of the report that more especially interests our readers as railroad men is contained in the following extracts. The data relative to the trade with Asia and the part that we are to assume, as a Nation, in the grand contest with Europe for this trade is of peculiar interest to the whole country. The valuable tables at the close of our extracts, show the wisdom of our government in the construction of the railroads connecting the Pacific with the Atlantic seaboard, which will not only make available the now dormant territory for the use of civilization but will throw into our control the wonderful trade of the Orient. Europe, it will be seen is not asleep, but are making the most gigantic efforts to complete the Suez Canal which is the only means that can in any way neutralize the advantages that we will possess when our railroads to the Pacific are finished. Our advantages, however, in the superior navigation of the Pacific the saving of time and the liability of the Suez route to interruption by European feuds, will be apparent.

LAND GRANTS TO THE RAILWAYS OF THE UNITED STATES.

In aid of these enterprises (the railways of the United States,) Congress, by different enactments, has granted by estimate 124,000,000 acres. Land concessions have also been heretofore granted to Illinois, Iowa, Michigan, Kansas, Missouri, Minnesota, Wisconsin, Arkansas, Alabama, Mississippi, Florida, Louisi-

ana, and California, amounting to 57,588,581 acres. Including the quantity granted for wagon roads, it is estimated that in the aggregate there have been conceded in round numbers one hundred and eighty-four millions eight hundred and thirteen thousand and nine hundred acres, of which quantity there have been already certified to the proper beneficiaries within a fraction of 21,000,000 acres. This munificence is further augmented by the financial credit on the issuing of bonds in favor of certain companies. Eminently advantageous as the results may be from these franchises, it is submitted that the future policy should so economize the public land fund as to restrict it only to such works as may be of indispensable public necessity, and then confining the concession to the most limited basis compatible with the success of the enterprise, because the public domain is a great national heritage, and should be looked to as a source of wealth for ages to come. The quantity of lands conveyed by these grants is of empire its extent, exceeding in the aggregate by more than five millions of acres the entire areas of the six New England States added to the surface of New York, New Jersey, Pennsylvania, Ohio, Delaware, Maryland, and Virginia. Not only do these immense quantities eventually pass from the United States and beyond the reach of those desiring to avail themselves of the benefits of the pre-emption or homestead laws, but pending their adjustment it becomes necessary to withdraw from market large tracts bordering on the roads in order to await the consummation of the railroad grants. It should further be the purpose to guard the public lands from a tendency to lessen to any considerable extent the sphere and opportunities of our people for obtaining homes upon easy conditions.

THE PACIFIC RAILROAD.

The increasing desire of European powers for ascendancy in the East, and other events have given in this age of steam to the Suez Canal route most important relations to the commerce of Asia. For the last quarter of a century British commerce had sought but not realized the establishment of a route to India by way of the Euphrates and Persian Gulf. In years past the transit of travel and trade breaking bulk from Alexandria to Suez, has been first by an ordinary road and now by railroad. The Ship canal will open a complete passage for ships passing from the Mediterranean down the Red Sea to India. The existing status of that canal and terms of transit are presented in the communication herewith dated August 29, 1867, at Paris, from M. De Lesseps. That communication shows that the canal at a cost of 400,000,000 francs, will be completed October 1, 1869, that it is now open from Port Said on the Mediterranean to the southern shore of Lake Temsah, a distance of 52.8 miles, the remainder of the canal extending 45.3 miles to Suez, not to be opened until completion of the main canal, navigation for float boats in the mean time existing through the Sweet Water Canal or channel of fresh water connecting the Nile with the Red Sea. This Republic is now a candidate for a full share of the trade of the East. The aggregate British imports and exports from India and China for the five years ending with 1864 was £378,587,122, according to parliamentary papers of 1865. The net British revenue from India for 1860 was £7,081,107, to which may be added individual savings in the Anglo-Indian Empire of £7,526,443, making an aggregate of \$73,090,750. On the completion of our Pacific Railway

and the development of our steam communication with Asia, San Francisco and New York will be nearer than London to a large number of Asiatic ports both in time and distance, even with the advantage of the abbreviated Suez Canal. Measuring from San Francisco, our superior advantage on the score of distance reaches across the Pacific and extends around the Peninsula to a point between Singapore and Penang; that, starting from New York, our local advantage teaches beyond the Philippine Islands, finding the point of equalization with British transit somewhere between Manila and Singapore, and that as to Melbourne, the commercial metropolis of Australia, London loses in comparison with San Francisco 3,379 miles, and in comparison with New York 379 miles. These facts must lead to important results. They indicate a probable monopoly of the carrying trade of the Pacific by American bottoms. The completion of the Continental Railway will place New York within 26 days and Liverpool within 35 days' travel of Japan. From London to Yokohama, by the shortest eastern line, via Marseilles and Suez, is a distance of 10,530 miles and 53 days' travel; while the shortest line of continuous navigation, via Gibraltar and Suez is 11,509 miles and 60 days. The travel from Japan, Russian Asiatic possessions, Philippine Islands, Eastern India, Indian Archipelago and Australia to Europe, must prefer the route by San Francisco and New York if only on the score of economy in time. For the lighter and more costly articles of trade, the transportation of which forms but a small proportion of the price, the facilities afforded by our Continental and Oceanic lines will largely supersede even the continuous navigation of the Suez Canal route, which at any time is liable to interruption by European hostilities. The rapidity of transit will, in a large number of instances, counterbalance the higher rates of railroad transportation and the double transshipment first at San Francisco and then at New York. Within the elements of success thus imperfectly glanced at, the United States are now entering upon an imperial chapter of national prosperity. The control of the eastern trade is at present what it was in the past, the basis of commercial ascendancy. The supremacy it conferred was seen in the splendor of the Queen of the Adriatic in medieval ages. What it has aided in accomplishing in the massive accumulations, and proud corporations of merchant princes in the commercial centers of Western Europe, what it will effect in the near future under a fully developed democratic civilization with accumulating elements of progress, increased energies, and completeness of organizations will appear in the universally diffused material prosperity and intelligence, the extent of which the experience of the past affords no adequate basis to conjecture.

Table showing the Comparative Distance of London by Gibraltar and Suez Canal, and San Francisco from Commercial Points in Australia and Asia.

Oriental Points.	From London via Gibraltar and Suez Canal.	From San Francisco direct Ocean Route.	Differences in favor of San Francisco.	Differences in favor of London.
Melbourne.....	11,281	7,902	3,379	.....
Yokohama.....	11,504	4,520	6,984	.....
Shanghai.....	10,469	5,555	4,914	.....
Hong Kong.....	9,669	6,355	3,314	.....
Manilla.....	9,639	6,135	3,504	.....
Singapore.....	9,239	7,785	554	.....
Penang.....	7,859	8,165	.....	306
Calcutta.....	7,946	9,665	.....	1,719
Ceylon.....	6,646	9,378	.....	2,732

Table showing the Comparative Distance of London via Gibraltar and Suez Canal, and New York via San Francisco from the same points.

Oriental Points.	From London via Gibraltar and Suez Canal.	From New York via San Francisco.	Differences in favor of New York.	Differences in favor of London.
Melbourne.....	11,281	10,902	379	.....
Yokohama.....	11,509	7,520	3,989	.....
Shanghai.....	10,469	8,555	1,914	.....
Hong-Kong.....	9,669	9,355	314	.....
Manilla.....	8,639	9,135	504	.....
Singapore.....	8,239	10,785	.....	2,446
Penang.....	7,859	11,165	.....	3,306
Calcutta.....	7,946	12,665	.....	4,719
Ceylon.....	6,646	12,378	.....	5,732

Hudson's Bay Territory.

We are not among those who believe that any "pent up Utica" is to confine the "glorious future" of our country, or that our present territory is ample for the "spread eagle" destiny to which we are so rapidly approaching. The magnificent pen picture of our future, painted by the eloquent prelate of the Methodist Episcopal Church, BISHOP E. THOMSON, tinted with the glowing and glorious colors of the Occident, which we published in our issue of Nov. 28th, will soon be "prophecy fulfilled." What an empire for intelligent freedom, stretching from the equator to the pole, and from the rising to the setting of the sun. That this is not entirely a dream will be seen from the following, which shows that our neighbors "across the border" not only see, but fear it:

OTTAWA, December 6, 1867.

PARLIAMENT PROCEEDINGS.

The debate on the Northwest Territory question was continued in the Commons last night. It is understood that the measure will be passed at once.

OTTAWA, December 7.

PROCEEDINGS IN PARLIAMENT.

The debate in the House of Commons on the Northwest Territory question last night, was resumed. After a long discussion the resolutions were passed.

The following extract from the Toronto Leader also has a direct reference to this subject:

Again the whisper comes across the Atlantic that the Americans are in negotiation for the purchase of the Hudson's Bay territory. It comes by Atlantic cable, and just at a time when a reference to the question of the bounds of Canada being extended over that territory, contained in Lord Monck's speech, on the opening of the session, would have reached England.

These rumors, we verily believe, are all in the way of business. The Hudson Bay Company wished to increase the value of its wares, and it gives Canada to understand that there is a competitor in the field. This is a hint to bid quickly and to bid high. We hear of the contemplated sale of nearly half a continent by a trading company, as if it were a cargo of peltries. Nothing can be more absurd than for a company to talk of selling that vast territory, of which the sovereignty is in the crown of England to a

foreign Government. Such a sale could only take place with the consent of the Government itself; and there is not the remotest probability that that consent will be given. Every thing points the other way.

The Imperial Government is anxious that Canada should possess this territory, and has so declared repeatedly. We dare say the company would like to sell to the higher bidder, though it were Satan himself, if there were no obstacle in the way. A person who is prominently connected with the company, though not a director, has more than once publicly deprecated the idea of Canada becoming possessed of this territory, and has hinted that it would suit the United States much better. It would be impossible for a foreign government to purchase the fee simple of a territory of which the sovereignty is in the British Crown.

But it is possible that some intrigue with respect to this territory is going on, though it need not excite any unpleasant fears, for it is certain that it can come to nothing. The only possible effect would be to expose the paltry motives of the traders who are willing to sell to a foreign government a large tract of national domain for so many dollars. The thing may require to be looked to as soon as convenient; and this we take it for granted the Canadian Government will not overlook.

The Lake Superior Railroad.

COMPLETE ARRANGEMENTS FOR ITS IMMEDIATE BUILDING—THE NEW TRADE OPENING TO THE LAKES.

Mr. Banning, the President of the Mississippi and Lake Superior Railroad, states that he has succeeded in interesting men of wealth at the East, in the road, and that it is to be constructed with as much rapidity as the work can well be done. He has purchased the iron for over one-half of the road, and the laying of it will begin early in the spring. He hopes that the work will be completed in the year 1869. The general importance of this road to the trade of Detroit was sufficiently indicated to our readers in an article published in *The Post* about three months since. Of the local resources of the road, and the new trade opening to the lakes, the *St. Paul Press*, in a recent article, gives some account. After alluding to the fuel, timber, pine, and brick clay which the road can bring into market, the *Press* says:

"But, perhaps the most important of the local resources which this road will develop, is an immense slate formation—one of the most extensive in the world—through which its surveyed line passes diagonally, where it crosses the St. Louis River, but which will be in close proximity to the road, whatever direction it may take to reach the head of the lake. This slate ridge is about six miles in width and twenty miles in length, and estimated to be about four hundred feet thick. This slate has been submitted to the examination of experts in England and the United States, and has been personally examined by some of the most experienced of the Pennsylvania slate miners. All agree in pronouncing it equal in quality to any in the world, while it is far superior to any found in the United States, except the celebrated Peach-bottom slate quarry in Lehigh County, Pennsylvania, whose rare value has made it a gold mine to its owners, though it covers but a very few acres in extent. The St. Louis River slate is pronounced by parties connected with those works who have personally examined the

formation, to be fully equal to that in quality, while the clearance is so much better that it can be worked at far greater advantage and at less cost. They say it is far superior in all respects to the Vermont slates generally in use. Slate tiles are so decidedly superior to anything else as a fire proof roofing that notwithstanding the scarcity of a good article heretofore in the United States, they are coming into very general use in our large cities. This material is besides so readily worked and polished that it is now largely used for tables, mantle pieces, and other articles of furniture or ornamentation in place of marble, which it is made to resemble very closely. The sales of slate last year in the United States amounted to \$3,500,000. The great commercial value of this slate formation in a position so readily accessible to the whole lake region and Mississippi valley, will at once appear from these facts, and may be still further inferred from the fact that no other slate quarries are known to exist this side of Pennsylvania, except in the *Mauvais Terres* of Nebraska. But the Superior deposit is so much better, and can be afforded so much more cheaply than any other, that practically it will become the sole source of supply for the whole lake region, and the entire valley of the Mississippi from St. Paul to the Gulf.

The shore of Lake Superior is a ring set with precious jewels. Exhaustless deposits of copper and iron are imbedded in the rocks which rim its basin, though on the north shore few mines have as yet been developed. The population now engaged in mining, or auxiliary business, on the Wisconsin and Michigan shores of the lake, number about 60,000. The country which encloses the lake is generally unfit for agricultural purposes, and the supplies for this population are drawn almost wholly from the lower lakes or from Wisconsin, which now taps the lake with a railroad. When the Superior road shall have been built the agricultural districts of Minnesota, now practically isolated from the Superior region, will find here a large and constantly increasing market for their wheat, flour, pork, etc., while sugar, molasses, and other products of the Gulf region can be supplied from this direction more economically than by the way of the lakes.

The lake terminus of the road is one of the most commanding commercial situations on the continent. The extreme western limit of the 1,700 miles of navigation formed by the St. Lawrence and its lake expansions, the base of the Northern Pacific Railroad, and the outlet through the Lake Superior road of the vast agricultural areas which extend south and west of it, it is evident that a considerable city is destined to spring up there at the common terminus of these two great roads. The sinuities and bays of the St. Louis River, the bay of Superior at its mouth, and of Duluth at the head of the lake, afford several fine possible harbors; but which of these is to be the terminus, though a question of prime interest, is not yet determined. It is unquestionably the true policy of the Superior Road to seek a terminus within the limits of Minnesota, among the group of harbors formed by the debouchure of the St. Louis and the head of the lake; but in the Northern Pacific Railroad are understood to be several men largely interested in the city of Superior, a few miles further down in Wisconsin, and as the greater enterprise will probably control the terminus, which it is clear must be a common one, the question awaits their decision with the chances decidedly in favor of Superior.—*Detroit Post*.

Report of the Secretary of Interior.

INDIAN AFFAIRS AND PACIFIC RAILROADS.

The following remarks of the Honorable Secretary have a very peculiar interest at the present time, not only to the great railroad interests referred to, but to the entire country.

INDIAN AFFAIRS.

Our Indian relations have assumed a new and interesting aspect. The steady approach of emigration to the grounds heretofore devoted to the chase, and the rapid progress of railroads pointing toward the Pacific and traversing the country over which the Indians from time immemorial have roamed, imperiously demand that the policy of concentrating them upon reservations should, whenever practicable, be adopted.

The estimated number of Indians is about three hundred thousand, spreading from Lake Superior to the Pacific Ocean. Those east of the Mississippi, with few exceptions, are on reservations; so also are the tribes in Kansas north of the Arkansas, and those located between the western border of Arkansas and the country known as the "leased lands." Treaties were negotiated last winter with the Kansas tribes, and submitted to the Senate for its constitutional action. If ratified and in good faith executed, these tribes will be provided with homes, where they will soon become self-sustaining, as they have already adopted the habits of civilized life and become familiar with agricultural pursuits. They will then require from us little beyond protection against the intrusion of the whites, and the faithful performance of our stipulations.

The unoccupied country west of the Missouri is of such vast extent that large regions, if properly selected, at points remote from the great lines of travel, may be reserved without detriment to any public interest. Long before the tide of emigration will reach them, they can by equitable arrangement with the Indians, be reduced to the dimensions required by the actual wants of an agricultural population.

No consideration of the time or expenditure likely to be required should be suffered to defeat an object of such surpassing importance. The cost will be very inconsiderable compared with that of an Indian war. Had a tithe of our outlay in military preparations against the Indians during the present year been honestly and judiciously applied to purposes of peace, the necessity of a resort to force would have been avoided. It is more humane and economical to subside Indians than to fight them.

The necessities of the service require that a Superintendent should be immediately appointed for each of the Territories of Colorado, Idaho, Montana and Dakota.

THE PACIFIC RAILROADS.

The Union Pacific Railroad Company at the date of the last annual report had constructed its road to a point twenty-three miles west of the one hundredth meridian of longitude, being two hundred and seventy miles west from the initial point near Omaha. Since then the Government has accepted two hundred and twenty miles, and the Government Commissioners are now engaged in examining another completed section of twenty miles.

The road has been definitely located 600 miles, and the earthwork will be finished to that point the present year.

The total cost of the road to October 1,

1867, (unadjusted accounts with contractors not included,) amounts, according to the report, to \$21,757,488 79.

The road on the 1st of July 1867, was in operation to Julesburg, 387 miles, and receipts from all sources amounted to.....\$1,015,195 29
And expenses to 658,880 54

Leaving the net earnings..... \$356,314 75

On the 24th of October last, Government accepted, upon the report of the Government Commissioners, a section of twenty miles of this Central Pacific Railroad of California, terminating at a point ninety-four miles distant from Sacramento.

A report from this road, dated October 7, 1867, has been received from the Government Commissioners. They state that it crosses the Sierra Nevada mountains one hundred and five miles from Sacramento at an elevation of seven thousand and forty-two feet above the sea. From the point where it was then built nine hundred and seventeen feet only must be overcome to reach the summit, a distance of eleven miles. Between the 77th and 137th mile posts there are fifteen tunnels of an aggregate length of five thousand one hundred and sixty-six feet. During the past year about fifty miles of road have been in progress of construction; the greater part lying on the eastern and western slopes of the Sierra Nevadas.

The net profit of the road, over operating expenses, in thirty-two months, is the large sum of one million, five hundred and fifty thousand, six hundred and ninety-six dollars, and twenty-nine cents (1,550,696 29).

Since the commencement of business operations, the Company represent that they have paid to the United States Government for taxes, stamps, etc., the sum of two hundred and eighty-eight thousand dollars (288,000).

At the date of the last annual report the Union Pacific Railway Company (eastern division) had constructed its road to Fort Riley, one hundred and thirty-five (135) miles west from the initial point, on the line dividing the States of Kansas and Missouri. Since that date this Company has constructed one hundred and fifty miles of its road, which have been accepted. The Government Commissioners are now examining an additional section of twenty miles, completing the road for a distance of three hundred and five miles from said initial point.

The aggregate earnings of the Company for ten months and fifteen days, from October 15, 1866, are represented to have been one million two hundred and twenty-six thousand four hundred and eighty-three dollars and eight cents. It is also represented that during the same period the business done for the Government amounted to three hundred and fifty-eight thousand nine hundred and forty-nine dollars and forty-nine cents; that the fifty per cent. retained therefrom is in excess of the interest paid by the Government on the bonds issued to the Company during ten months and fifteen days, six thousand one hundred and eighty-nine dollars and fifty-three cents.

A table is submitted showing that the amount retained by the United States Treasurer from that due the company on the Government business, for the month of August last, is nearly eight per cent. per annum of the principal of the bonds issued to the company on account of the construction of the road. This would repay the principal at no distant period by the Government business alone, should it be continued to the same extent.

The payment of the bonds at maturity is therefore considered by the company to be fully assured, and the road is being built, so far as the Government is concerned, simply by the loan of its credit for a term of years upon ample security, and without the actual expenditure of a single dollar from the public treasury.

Forty miles of the road of the Central Branch Union Pacific Railroad Company have been accepted since the last annual report, and the Government Commissioners are now engaged in examining another section of twenty miles.

It appears from the Company's report, dated the 11th of October last, that the road has been definitely located for one hundred miles, and terminates in the valley of the Little Blue river, near the mouth of Coon creek, in township four, range six, east of the sixth principal meridian, in Marshall county, Kansas.

Commissioners examined the road of the San Francisco & San Jose Railroad Company, and reported, under date February 9, 1866, that, in its construction and equipment, it fully attained the standard of excellence prescribed by the Pacific Railroad acts.

The Northern Pacific Railroad Company report two surveying parties from Lake Superior and two from the Pacific coast have been actively engaged in the field. Explorations have been made, and the Company are of opinion that a practicable route will be found. No portion of the route has been constructed.

The Atlantic & Pacific Railroad Company, by a resolution of its Board of Directors, passed November 20, 1866, accepted the terms, conditions and impositions of the act approved July 27, 1866, granting lands to aid in the construction of a railroad and telegraph line from the States of Missouri and Arkansas to the Pacific coast.

CONCRETE HOUSES.—It seems probable that at no distant period the use of concrete as a building material will be, to a great extent, returned to in this country, owing to the great facilities for building concrete houses offered by the improved moulding machines patented by Mr. J. Tall, of Southwark. Mr. Tall proposes to employ an apparatus composed chiefly of iron and zinc, laid the whole length of every wall of the building at one time. The apparatus is 1ft 9in. high, and will build 18in. at a time, being moved every day, so that every wall of the house or houses, be they two or twenty, is daily increased by 18½ inches. A pair of square-built houses, 15 ft. frontage each and 26 ft. deep, could be built with an apparatus costing £82 10s. and the patentee's royalty is 5s. per room; this, with the lessened cost of materials, permits of 9 inch work being built at a cost of from 2s. to 2s. 6d. per square yard superficial. The patentee claims that, amongst many other advantages, the cost of construction is half that of bricks and mortar, there is ten times the strength, and the necessary materials are found in every part of the kingdom.—*London Mining Jour., Nov. 2.*

Mr. Ramsey, of Minnesota (Union), presented on December 5th, the petition of the State of Minnesota, asking a grant of land for a railroad from St. Anthony's Falls to the Junction of the Northern Pacific Railroad. Ordered printed and referred to the Committee on the Pacific Railroad.

The Oldest Locomotive.

Editors of the American Artisan: Noting an article in your paper of the date of Oct. 2, in relation to the oldest locomotive, I would say that, in the year 1831, I made a trip on the Albany and Schenectady Railroad in a train of cars drawn by the locomotive "John Bull"—built by Stephenson, of England, and imported (with an engineer and a stocker) by that company. At that time the locomotive took the train from the "inclined plane" at Albany to the one at Schenectady—about 12 miles—the cars being taken up at one plane and let down at the other by stationary power. This locomotive was sold to, and is now in the possession of the Albany Iron Works, at Troy, New York.

I returned from Schenectady on the same day in which the trip was made, with a train hauled by the locomotive "De Witt Clinton," built by the West Point Foundry, which I have always understood, and believe, to be the first locomotive engine built in this country. It was built very light—not weighing more than five (5) tons—the cylinders were vertical, or nearly so, on the outside of the boiler. The driving-wheels were made with light wrought-iron spokes; the idea at that time being that the lighter the locomotive, the more capable it would prove.

This locomotive thoroughly upset this theory, for it was so light that it required repairs at every round trip it made. It was used but a short time, as it was too expensive to keep in repair, and was finally broken up; the engine being afterward applied to running the machine-shop of the railroad.

A propos to this subject, I would state that it is a pity for the engineering profession that the engine built by Bolton & Watt, and used by Fulton on the steamer *Clermont*, was not preserved. It was taken out of that vessel and put into the steamer *Matilda*, which ran between Albany and Troy (N. Y.) for several years. It was four-foot stroke and twenty-inch bore, set on one side of the vessel, having one long and one short shaft, so that the boiler was counterbalanced by the weight of the engine. It was worked by hand with handles attached to the lift-rods, which were removed when the engine was "hooked on." If it were not in existence, and in the possession of Barnum, it would pay well for its exhibition. I do not recall the exact date.—*L.*

New York City, Oct. 11, 1867.

[Some of our readers may know something in relation to the final disposition of the *Clermont* engine after it was transferred from the *Matilda*; if so, the information would be gladly received by us. The history and fate of some of these old engines, as well as sketches of the engineering of the past, would be interesting to the public, and many persons are now living who could give some accounts which would be read with avidity.—*Artisan.*

The following ticket was elected Dec. 11th, at the New York Central Railroad election: Cornelius Vanderbilt, of New York; Chester W. Chapin of Springfield, Mass; Daniel Torrance, of New York; William H. Vanderbilt, of New York; Amasa Stone, Jr., Cleveland, Ohio; Horace E. Clark of New York; James H. Banker of New York; Jas. F. Joy of Detroit, Michigan; Augustus Shell of New York; Samuel F. Barger of New York; H. Henry Baxter, New York; Joseph Harker, New York; William A. Kissam, New York. Cornelius Vanderbilt, President; Daniel Torrance, Vice President.

MONETARY AND COMMERCIAL.

The money market continues to rule close, and the demand unabated. To add to the stringency, the government depositories have been heavily drawn upon, and call loans have been forced in. With the heavy balances in the Treasury, would it not be prudent, or to say the least, benevolent, on the part of the Secretary of the Treasury to intimate to the depositories in localities where money is being used extensively for the movement of the crops, producing stringency in the market, that the amounts in their hands would remain undisturbed say for 60 or 90 days, which would afford a relief, equal to any measure that we can at present suggest. The discount houses afford all the aid to customers in their power. Rates are firm, at 10 and 12 per cent. to regular customers, while the outside transactions have a range from 15 to 24.

Exchange is abundant and the market easy at the quotations:

	Buying.	Selling.
New York.....	1-10c dis.	par
Philadelphia.....	1-10c dis.	par
Boston.....	1-10c dis.	par
Gold.....	134½	135
Silver.....	125½@128	126@129

The movements of the New York gold market are indicated by the following table of daily fluctuations:

	Opening.	Highest.	Lowest.	Closing.
Dec. 5.....	137½	137½	137	137
" 6.....	137½	138	137½	137½
" 7.....	137½	137½	136½	136½
" 9.....	137½	137½	136½	136½
" 10.....	136½	136½	136½	135½
" 11.....	135½	135½	134½	134½

The following from the *Tribune* of Tuesday shows the tone of the New York market:

"Money on call is in good supply at 7 per cent. Commercial paper sells slowly at 7½@9 per cent. for best names, and 10@12 for second grade. The stock market already feels the effect of the vote of the House of Representatives "suspending contraction," and there is a demand for about everything on the list, at advancing prices. The unexpected strength of the measure in the lower House, and the great favor with which this policy is regarded by the people, makes its adoption by the Senate a matter of course. The Treasury is in no condition to pursue its recent course in spite of Congress, and the question of contraction for the present is as dead as impeachment. Non-contraction will give more courage to struggling traders and present relief to borrowers of all kinds. The near approach of dividend day makes many stocks upon the list desirable as temporary investments, and more acceptable to parties loaning upon them.

Government stocks opened firm, and in good request. The 7.30s are higher and quoted 104½@105. State stocks are firm, and Tennessee 6s in demand. The miscellaneous shares were strong and in more request. The last prices were: Registered 6s, 1881, 107½@108; Coupon 6s, 1881, 112½@112½; Registered 5-20s, 1862, 104½@104½; Coupon 5-20s, 1862, 107½@108; Coupon 5-20s, 1864, 104½@105; Coupon 5-20s, 1865, 105½@105½; Coupon 5-20s, new, 1865, 107½@107½; Coupons, 1867, 107½@107½; Registered 10-40s, 100½@101; Coupon 10-40s, 101½@101½.

7.30s, second series, 104½@105; 7.30s, third series, 104½@108; Tennessee 6s, ex coupon, 64½@64½; Tennessee 6s, new, 63@63; Canton, 45½@45½; Western Union Telegraph, 33@33½; Quicksilver, 20½@21; Cumberland, 26½@28; Mariposa, 7½@8½; Mariposa Preferred, 13@13½; Pacific Mail, 124@124½; Atlantic Mail, 117½@118½; Boston Water Power, 17½@18; Adams, 78½@78½; Wells Fargo, 54½; American, 76½@76½; United States, 77@77½; Merchants' Union, 38½@39; New York Central, 116½@116½; Erie, 72@72½; Erie Preferred, 71@74; Hudson River, 130½@131; Boston H. and Erie, 13@14; Reading, 95½@95½; Michigan Central, 110@110½; Michigan Southern, 81½@81½; Illinois Central, 133½@134; Cleveland and Pittsburgh, 83½@83½; North-Western, 64½@65; do. Preferred, 67½@67½; Cleveland and Toledo, 102½@102½; Rock Island, 96½@96½; Fort Wayne, 98½@98½; St. Paul, 42½@43; do. Preferred, 62½@63.

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It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

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For Tickets 2½ inches in width, and under. For Tickets over 2½ inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

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When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

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J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
O. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indiana
Aug. 2, 1866]

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Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

THROUGH —FROM— CINCINNATI TO NEW YORK WITHOUT CHANGE OF COACHES!

—VIA—
Atlantic & Great Western R'y.



PASSENGERS leaving CINCINNATI by the A. & G.W.
Railway, on Saturday Morning, by the 6:00 a.m. Lightning
Express, go

THROUGH TO NEW YORK

Without Detention arriving in New York 3:15 p.m. next
day, Sunday.

2 Through Lightning Express Trains for New York,
Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave Cincinnati.....	6.00am.....	7.00pm
" Dayton.....	8.20 ".....	9.15 "
Arrive West Salem.....	1.40pm.....	4.03am
" Leavittsburg.....	4.40 ".....	7.30 "
" Meadville.....	7.05 ".....	10.15 "
" Susquehanna.....	7.30am.....	10.38pm
" Paterson.....	2.38pm.....	6.17am
" New York.....	3.15 ".....	7.00 "
" Boston.....	6.00am.....	5.00pm

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts. Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequalled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for all
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

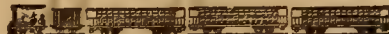
CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SHATTUCK, Gen'l Ticket Agt. L. D. RUCKER, Supt.

CENTRAL RAILROAD —OF— NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers from the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. E.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at
1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

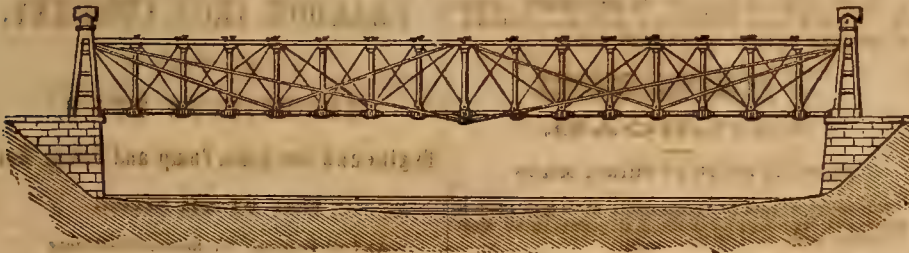
Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gilson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.
F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other iron bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent.
Pittsburg, Pa.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

Productive Wells all

around them.

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION

47 West Front St., Cincinnati.

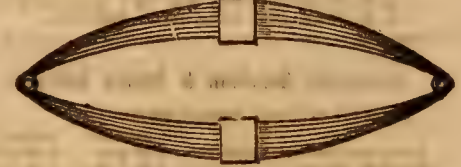
PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and best MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for the celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequaled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and a rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wcs. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 40 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run *SEVEN MINUTES FASTER* than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run CINCINNATI Time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Equivocal Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Millst.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front-street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORP, President

W. H. L. NOBLE,

General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

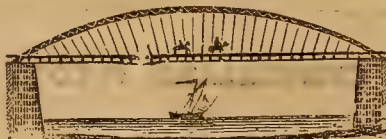
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods,

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 14 to 40 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1 1/2 to 34 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS,

THOS. T. TASKER, JR.,

CHAS. WHEELER

S. P. M. TASKER

HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted); 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.25 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave at time for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON.

Editors

CINCINNATI:
THURSDAY, DECEMBER 19, 1867

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Morning Express.....	7:00 P. M.	6:10 A. M.
Night Express.....	6:00 A. M.	6:00 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	2:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:40 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.

Baltimore and Washington City Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:40 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.
Gellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION

Connorsville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connorsville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.
Louisville Special Train.....	3:45 P. M.	1:50 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

The Spread of Empire, and the Necessities of the Age.

In our last week's issue we commented on the resolutions of Mr. RAMSEY, relative to the extension of our jurisdiction over the Western portion of British North America, and the means of securing to ourselves, by the ties of interest and affection, those far off but valuable provinces of our neighbors, contiguous to our own territory. It has been the settled policy of our government ever since its organization, as far as possible, to acquire contiguous territory, and the experience of our past history, as well as the glorious position of our country among the nations of the earth at the present hour, has demonstrated the wisdom and foresight of the great statesmen who inaugurated and so successfully carried it out.

In many respects, our country is at present peculiarly circumstanced—just emerging from an exhaustive war in which the industries of the nation were turned from their natural currents of peaceful pursuits and productive industry, to the construction of the weapons and munitions of war, and the destruction of every element of wealth or perishable representative of material progress. The change was a sudden one, and imparted an unnatural stimulus to some classes of mechanic arts, while other departments of industry languished almost to exhaustion, and the whole country had to suffer from the abstraction of the labor of near two million pairs of producing hands. Upon the cessation of hostilities and the disbanding of the army, the remnants of the millions engaged in the conflict, and the millions more who were occupied in the preparation and manufacture of war material were again thrown into the market of industrial occupations, producing plethora and derangement. One other effect of the war was to change the tastes and inclinations of many of the participants, so that when they left the ranks, instead of engaging in agricultural pursuits, from which class a large portion of the patriot army was drawn, they sought occupations in the cities in the hope of reaping the advantages of the high wages consequent upon the over-stimulated trades. This has, however, begun to react, and it is not a surprise to us to see the following:

"The New York World estimates that full fifty thousand mechanics, artisans and laborers are at present out of employment in that city. The hatters are working only one day in the week. The amount of work given out to the tailors is thirty per cent. less than this time last year. Iron-working firms that formerly employed from two hundred to three hundred men, have now but twenty or thirty at work. Ship-yards which used to have one thousand one hundred men constantly busy, have not more than twenty now, and even these are not steadily at work. Clerks and servants are adrift by the score in every part of the city."

From other sources we learn that there are

at least twenty thousand sewing women out of employment. This is truly a lamentable picture of want and misery, and the thoughts of the Christian legislator revert to it with pain and solicitude, and will, as far as possible seek out those measures of public polity that are calculated to alleviate the distress and prevent the recurrence of like calamities.

Taking this view alone, the construction of the Railroads to the Pacific are of incalculable benefit to the country. They are great National works—they are not mere outlets of a county, or even a State—but they are "an highway for the Nation"—and as such, confer blessings and exert an influence beyond the line of their routes, and create a demand for the products of labor far remote from the busy scenes of their construction.

In all this the "Sons of Toil" have their interest—for while the miners, and puddlers and rollers, of Johnstown and Pittsburg are preparing for each route a mile of iron a-piece per day, the manufacturers of other localities are making spikes, chairs, cars or locomotives, or some portion of the material that form their component parts, and thus are the rewards of labor distributed among the toiling millions. That mind indeed must be cramped and hampered that cannot see in the opening up of these great avenues of trade, the building, as it were by magic, of innumerable towns and cities, and the fructifying of the hitherto barren wilderness, innumerable blessings to the "laboring man." A home market is created for the products of our manufacturing cities, and soon we will see the returning tide of "the golden grain," the products of the labor of other "hardy Sons of Toil" who have turned the "barren wastes" into cultivated fields and made the "wilderness to blossom with the rose"—the home of the wild beast and the savage is made the peaceful abode of civilized and enlightened man, and instead of the war whoop and mad revelry of infuriated demons over their prostrate foes, is heard the voice of thanksgiving, with "Glory to God in the highest."

Who can doubt the result to the "laboring man" of this opening up new fields of enterprise in every department of industry—agriculture, mining, manufacture and the arts—each alike called upon to share in the work and glory of new "born empires," adding new stars of dazzling lustre to the galaxy of our "glorious flag." "Westward the Star of Empire takes its way," and woe be to the "imperious worm" who dares to throw himself in its pathway, for like the worships at the Car of Juggernaut they will be crushed into everlasting forgetfulness.

The great necessity of the Age is, therefore, to open up new fields of enterprise, new avenues for commerce, and new markets for the products of the anvil, the loom and lathe. We cannot but regard as a "misplaced" philanthropy, bordering on lunacy, or tainted with the perverted ignorance and ide-

sign of the demagogue, that policy that is calculated to perpetuate the brutalities of savage life, and would withhold from the fructifying face of the plow-shear the millions of acres now devoted exclusively to the chase—the haunt of wolves and bears and not less brutal men—instead of the happy abode of the always thankful "Sons of Toil."

We doubt not but the intelligent "laboring men" of the country will take this view, and seeing their interest will properly instruct their representatives in Congress to be faithful to their trust, and to advance the interests of their constituents by developing the resources of the country, extending the basis of taxation, adding wealth to accumulated capital and creating new fields of enterprise for labor, energy, skill and thought.

Union Pacific Railroad, E. D.

The following exhibit of earnings and expenses of the Union Pacific Railway, E. D., for the month of October, 1867, shows the importance of the road; and were one other item of information furnished, viz.: what the cost would have been for the transportation of freight and passengers by the old stage routes, but more especially what would have been the cost of the transportation of Government stores by wagons to the same destination, it would furnish the basis of an unanswerable argument for its completion. As it is, it is shown that the Government has the security in its own hands for all the aid furnished for the construction of this route, not only of interest, but principal also, while we doubt not the saving to the government on the cost of doing the government business is more than equivalent to the whole amount now expended for transportation. Hence, the government by its liberality and foresight, saves half the cost of freights, runs no risks in its advances, or rather loan of credit, and provides a great military highway through its own territory, and the most magnificent system of commercial avenues the world ever saw. The following is the exhibit:

EARNINGS.

Total Government Business.....	\$81,517 59
Merchandise and Pass. Traffic.....	185,653 61
Total.....	\$267,171 20

EXPENSES.

Working.....	\$120,146 06
Net Proceeds to Balance.....	147 025 14
Total.....	\$267,171 50
Oct. 1—Road open to Ellsworth 224 miles.	
Oct. 14—Road open to Hays.....	290 miles.
Aver. Main Line operated in Oct.	260 miles.
Total Gov't Business, as above.....	\$81,517 59
Fifty per cent retained by law by United States Treasurer.....	\$40,758 79
Total U. S. Bonds received on 260 miles.....	\$4,160,000
6 per cent. Int. on Bonds for one month	20,800 00
Excess for month of Oct., retained by U. S. Treasurer to meet Bonds at maturity.....	\$19,958 79
Which contributes at a rate sufficient to meet the principal of these Bonds in about 19 years, or 11 years before maturity.	

The Great Pacific Railroad; in its Relations to Geography and Lateral Branches.

If we were to take on any continent a line drawn through its centre, on which a railroad is made, without any competition for fifteen hundred miles, one result would certainly follow; that every person and every bale of merchandise which could reach that road easier and quicker than they could reach the termini to which they are going, would go to it. Such a road would draw, in its central parts, the traffic of an immense region; and as the road progressed, this traffic would expand in a most rapid ratio. This is the first effect of the Pacific Road, and it astonishes the managers as well as the public. The gross receipts of the Pacific Railroad are already much greater than they were expected to be. The road has reached 525 miles from Omaha, to the very base of the Rocky Mountains; and for the last three hundred miles, almost wholly through an uncultivated region. As it proceeded, however, towns and even cities have sprung up, as by a magic wand, and the road has instantly created business for itself. But it is not wholly nor chiefly from this source, that this rapidly growing business is derived. When the Pacific Road reached four or five hundred miles, it became the trunk line for Montana, and for all the caravans going and coming through the great valleys West; and, at every mile the road progresses, this lateral commerce will be increased. Let us place ourselves now at Cheyenne, and see how other places West are related to it. We see that the centre of Montana and its principal places, are not more than two hundred miles North-West, and if we take up a Montana paper (which lies before us) we shall see that Wells & Fargo's Express lines are running Stages to this very Omaha route. We shall find also, that going West, Great Salt Lake City is only three hundred miles by a direct line; and North of that, the centre of Idaho is only four hundred miles; and the line of Oregon and Washington on Columbia River, but six hundred miles. An examination of the geographical relations proves that the entire central portion of the United States is already in a great measure, and must soon be entirely tributary to the Union Pacific Road. Montana, Idaho, Utah, Oregon and Washington will all be tributary. Montana is already getting to be a populous country. It is on the mountain tops; but with that is also included the valleys of the principal streams flowing into the Missouri and the Mississippi. These valleys are very fertile, and grow immense crops of wheat; while the mines are probably the richest in the whole country. The same is true of Idaho and Oregon. There will, we may safely conclude, be branch railroads made at an early day, through the valleys of the mountain streams, from Montana and Idaho.

It is in this way that the great interior of our country will be settled up, and cities surpassing those of ancient grandeur will be founded amidst these mountain territories. It will probably be the healthiest part of the American continent. It will not be as densely populated as the valley of the Mississippi, but will doubtless be quite populous, except in the inaccessible mountain parts. Then this great railroad will become the greatest civilizer of modern times. The uninhabited parts of this vast northern interior exceed 700,000 square miles. If we suppose this to have 70 persons to the square mile, which it certainly will have, there will be fifty millions of people in that region opened up by the Great Pacific. Of course there will be other roads through these regions, but they will all be branches of the great trunk line, in its central part. Nor will this result be materially affected by the construction of Northern and Southern Pacific Roads, both of which ought to be made; for we have left out of the calculation, New Mexico, Texas and Arizona on the South; and Dakota, part of Washington, and the British possessions at the North. We have simply been estimating here the really central portions of the United States, and the result is grand. It is almost beyond credibility. Yet, here are the elements for all we have stated. Another result will follow, however, but not till some years are passed by; several Pacific Roads will be made. There must be one North, beginning at, or near the Straits of Mackinaw, and passing on West, through the peninsula of Michigan, Minnesota and Dakota to Puget's Sound. In all probability the whole range of the Rocky Mountains have the same deposits of gold and silver, found in the ranges South; and thus settlements will be continually urged forward, till there will be the same demand for a Northern Pacific Road, as there has been for the Central. Of the Southern Road through Texas to the Gulf of California, we have written so often and so much, that we can add no more; but, it is one of the certainties of an early future. From the lower Mississippi to the head of the Gulf of California will be a grand railroad for the Southern part of the United States, which will at some day rival the great Central route.

But, meantime, we have not spoken of another Pacific Road, which may possibly be more important than either of the others; but, is yet looking forward to some contingencies, which may make it of greater or less magnitude. We mean the Pacific, Eastern Division, as it is called, and which, making less noise than the Central, is doing an almost equal work. Commencing at Kansas City on the Missouri River, thence to Fort Riley, and thence on the Santa Fe route, through New Mexico, by the Smoky Hill Fort. This road is already completed (325) three hundred and twenty-five miles, and has a large amount of business. The point of great interest

in this work is, whether they may not strike the Colorado, say at the 112th parallel, whence it would be navigable to the Gulf of California? If so, then the New Mexico Pacific would be but little over half the length of the Central, in which case, although time would not be gained, cheapness would; and all heavy freight would go that way. It would be cheaper than either the Central Pacific, or the Panama route. But this is an unsolved problem. The Colorado is navigable for large steamers to and above the mouth of the Gila; but how far above? In the upper part of the Colorado, which is a continuance of Green River, it is represented to run in narrow and very deep canons, which makes navigation difficult; but, it is not probable this difficulty extends further than where the river runs through the spurs of the Rocky Mountains. If the Smoky Hill Pacific route be continued, it may meet the Colorado as low as the 26th degree of north latitude, and yet be not more than half over the continent; and so far South, the Colorado may be navigable. We are told, that Engineers are out there, examining the topography of that country, and we certainly hope they may be successful in finding a route which will be so useful to commerce.

The Future—The Contest for Empire!

The two following paragraphs are like straws upon the Ocean of Time; by their drift they indicate the current of events, and foreshadow the contest for empire on the American continent. That the fears and ambition of our Canadian neighbors have been fully aroused there can be no doubt; but if the American People act with that instinctive wisdom, energy and liberality that have ever characterized them as a nation, who can doubt the result. Our destiny is in our own hands, and if we fail to "grip the gear," we shall have none to blame but ourselves.

OTTAWA, December 20.

PARLIAMENTARY RECESS.

Parliament will adjourn to-morrow, probably until March. It is understood a Government delegation will visit England during the recess, on business connected with the Inter Colonial Railroad and the north-west extension.

WASHINGTON, DECEMBER 18.

Mr. HOWE, of Wisconsin (Union), introduced a bill to grant certain lands to the Northern Michigan Railroad, and an extension of the Northern Pacific Railroad Company, which was referred to the Committee on Pacific Railroad.

The Michigan Central Road will pay a dividend of 5 per cent. January 2, 1868. The Cleveland and Toledo, and Cleveland, Painesville and Ashtabula Roads will pay 3½ per cent. on the 2d of January, a much smaller dividend for eight months' work than was expected by holders, who, under previous administration, were accustomed to get 6 and 8 per cent. semi-annually.

The Capital of the United States—Shall It be Removed?

This question has been asked time and again, but never fairly answered. I propose to call the attention of the American people to this important subject, and in a series of articles to answer the interrogatory to the satisfaction of all unselfish and unprejudiced minds in the affirmative. In this discussion I discard all common-place and party politics; I write not as a partizan or sympathizer with any political party or creed, but as an American citizen.

Whatever thoughts or arguments I may advance must necessarily be drawn from the facts in the case, and brought to my mind on the spur of the moment, in the few hours snatched from my daily avocations and devoted to this subject. Diversity of opinion will exist upon all great measures of State policy, and all important subjects in which the interests of the people are involved must be agitated by the million, and discussed by the multitude, in low life, as well as in high. For all have an equal interest in the CAPITAL of this country. The highest man in the nation owns nothing there that does not belong equally to the lowest citizen. The great Goddess of freedom gazing down from her resting shield, bestows no right upon the lofty, which does not extend to the most humble; it is always safe to trust the people. The old Roman maxim of "*Vox Populi, Vox Dei*" will apply as well to-day to the people of this Republic, as it did to the citizens of Rome two thousand years ago.

Whatever may be our different views of public policy, we can have but one aim—the honor and glory of our country. The obligations of patriotism are not limited to the battlefield, but are everywhere, and upon all classes and conditions. The dying soldier in his ebbing strength points to the flag of his country that floats over his head, and for this he is immortalized in story and in song. But the pain-taking civilian—the professional man—the father at the head of his family—who studies to comprehend the true theory of our institutions, and inculcates the maxims of truth and justice, of fidelity and honor, performs no mean part in the field of public service. These duties are inexorable in their demands, and they appeal to every man, public and private, everywhere and at all times. They follow old age down the stream of life, and invoke its councils even to the verge of the ocean of time. They challenge the first homage of ardent youth and claim its loftiest aspirations. But they call with special emphasis upon the prime of life, with all its faculties in full maturity, and monopolize its allegiance. No talents, however brilliant, or stations, however exalted, can alone insure immortality. Virtue must mingle in the array and lead the vanguard. It alone can write the destiny of man among the stars, or

gild his pathway along down the vale of life or shed a bright halo around the chambers of the tomb.

When the States of Virginia and Maryland ceded to the United States a tract of land ten miles square on the Potomac for the capital, and the City of Washington was laid out as the seat of government for the then United States, the location was good. It was central enough and of easy access for the thirteen States whose sparse population of less than 4,000,000 extended but a few miles from the Atlantic coast, and whose whole defined limits only claimed 369,626 square miles. True, they had a legal title to an unbroken wilderness in the west of 445,989 square miles, or all as ceded by England in 1783 to 815,615 square miles. This was the whole extent of our territory when the city of Washington was established as the capital of the United States.

What is the history of our acquisitions, and what is the extent of our domain at this day? Jefferson was our most popular and most powerful statesman. The principles of his statesmanship were territorial extension and popular sovereignty. He managed Napoleon with consummate dexterity, and in 1803 gave us an empire in Louisiana. This empire contained 930,938 square miles or 115,323 square miles more than the whole amounts ceded to us by England. Florida, containing 59,268 square miles was ceded to us by Spain in 1821. And in 1845, Texas, containing 237,504 square miles, was admitted into the Union. The area of Texas alone is more than equal to the whole *Empire of France*; four times as large as all New England and more than five times as large as the State of New York. Asia in 1846 by treaty with Great Britain in the settlement of our boundary question on the northwest we obtained the vast territory of Oregon, an area of 280,425 square miles. The popular principle of territorial aggrandizement still reigned in the minds of the people, and they yearned for new fields to occupy. The war with Mexico in 1848 gave us California and New Mexico embracing a realm of 650,000 square miles, and in settling up our affairs with Mexico in 1854, we became the proprietor of Arizona, a narrow strip of territory in the southwest of 27,500 square miles, and, as a slight compensation for our protectorate of Mexico, we are to receive from that government the whole of the Peninsula of lower California and the northern part of Sonora and Chihuahua.

This, then, is the extent of our dominions, extending from the Atlantic to the Pacific, a distance of more than three thousand miles, and from the North to the South of 1,780 miles, embracing an area of more than three millions of square miles, or nearly four times the amount of our possessions when the capital was laid out on the Potomac.

If our vast expanse of territory was cut up into States of the average size of the present

States and admitted into the Union, our Star Spangled Banner would carry seventy stars instead of thirty-six. And but few years will elapse before this will be done. The increase of population, and the increased facilities for locomotion all favor this assertion. The decade which terminated in 1860 was distinguished by the progress of railroads in the United States. In 1850 the whole extent in operation was 8,589 miles, costing 296,260,000 dollars. In 1860 we had 30,599 miles, costing 1,134,453,000 dollars. While the increase in mileage was nearly 300 per cent., and the amount invested still greater; the consequences resulting from these works have been augmented in vastly greater ratio.

Previous to 1850 the greater portion of our railroads constructed were in the States bordering on the Atlantic, and were for the most part isolated lines, whose limited traffics were altogether local. The internal commerce of the country was conducted almost entirely through water lines, natural and artificial, and over the common roads of the country. The settlement of California marks a new era in the progress of the United States. The gold of California imparted new life and activity to every portion of the Union. The people of the Western States were aroused to the value and importance of railroads. Each presented great facilities for the construction of such works which promised to be almost equally productive. Enterprises were undertaken and speedily executed, which have converted them into a network of lines and secured their advantages to all.

Railroads radiating from Lakes Erie and Michigan striking the Mississippi at ten different points, and the Ohio at eight, have been constructed, and serve as trunk lines between the two great hydrographic systems of the west. The Mississippi is practically no more. It is spanned by this mighty artery of commerce and enterprise. Science has stretched its arm across "the father of waters" and along its finely knit muscles has the "Iron Horse" bounded with a snort as it vents from afar the sluggish waters of the Missouri. Much has been said about the Pacific Railroad. That pleasing dream of the enthusiast is about to be realized, and to-day the traveler may take his seat in the cars at Omaha, and the iron horse, true to his master, man, will land him on the Platte river, five hundred miles west of the Missouri. So silently has this great work progressed that while half the world has been asleep, genius, talent and enterprise have extended the line of road into the "Far West," and there, in the valleys of the Platte laid the foundations of a great city. This point is just about the geographical centre of the United States, but as ninety-eight-hundredths of our population reside east of this, it is not probable that the powerful party of "Excursionists" who lately visited the regions of the setting sun, seriously

intend to locate the capital of the United States at this embryo city.

When this mighty enterprise shall have been completed, and the entire road opened, we shall see such an influx of population to our shores as the most ardent wishes our nation's prosperity never dreamed of. The development of hidden wealth and great agricultural resources, is destined to exert a wonderful effect upon the material progress of our whole country. Vast areas hitherto deemed worthless, and desert wastes will soon resound with the busy hum of industry; cities towns and flourishing settlements will spring up on either side of this great national artery, all pouring their streams of traffic, trade and commerce into one central channel, enriching the nation's blood and making its pulse beat stronger and stronger year by year.

In locating the capital of a State or county, due regard is had to the convenience of the citizens who are compelled to travel to and from that capital for business purposes. If it cannot be centrally located, it must possess other advantages as an equivalent. Is this the case with Washington City? It is situated on the eastern verge of the continent, without the slightest advantage over the Mississippi Valley, of location, ease of access or salubrity of climate. In order to show the location and make it easily understood by all, take a map of the Western Hemisphere or a map of North America and a pair of dividers, place one point of the dividers in Washington City, extend the other to forty-five degrees of west longitude, and it will touch San Francisco. This is the radius of your circle. Now, strike the circle with our capital on the Potomac as a centre. Now, "swing round this circle," and you will see how centrally Washington is situated. It extends on the North to seventy-five degrees of north latitude. It embraces nearly all the Atlantic Ocean on the east. The whole of Mexico, Central America, the West Indian Islands, the Carribean Sea, and a good share of South America on the South. The fur-clad Esquimaux in his long night of an Arctic winter, is nearer Washington City than the people of Oregon and California; and the naked savage roaming at large under the burning sun of the Equator has a shorter air line to the White House than the citizens of Sacramento and San Francisco.

Vox POPULI.

The receipts of the Western Union Railroad Company for the week ending December 14:

	1867.	1866.	Inc.	Dec.
Freight.....	\$7,250 88	\$4,629 25	\$2,721 63	.....
Passengers	3,004 55	2,694 55	310 00	.....
Express and Tel.	570 00	250 00	320 00	.....
Mail.....	375 00	379 91	.....	4 91
Totals.....	\$11,200 43	\$7,853 71	\$3,351 63	4 91

Receipts from January 1, to Dec. 14:

1866.....	\$776,899 22
1867.....	745,572 64
Decrease.....	\$ 31,316 58

Baltimore and Ohio Railway.

The old Board of directors of the above company having been re-elected, organized at Baltimore on Wednesday of last week, by re-electing John W. Garrett, Esq., President, who, after expressing his inclination to retire, from the responsibilities of the position, said:

"No citizen can be more solicitous than myself to perfect the systems which have been planned and which are being carried out, by which the prosperity of this community and all the interests connected with the road will, I feel convinced, be permanently assured and advanced. I have, after reflection, concluded again to yield my own wishes to those solicitations, and to undertake the responsibilities of the office for the tenth year.

"I would do injustice to my feelings and would fail to appreciate a very high honor, were I not to state that in coming to this decision, I have been largely influenced also by the singular unanimity with which the representatives of the State of Maryland and of the city of Baltimore, and of the individual shareholders unite in the practical expression of their indorsement of my efforts in behalf of the company and the public in the past, and of their continued regard and confidence in the future. This renewed unanimous action of the Board on this occasion commands and receives my cordial acknowledgement.

"The change in the organization adopted a year since, by the appointment of a Vice President, has proved most advantageous to the interests of the company. The incumbent, Mr. King, has acted with ability, energy and success, and many duties are now effectively performed by him which formerly required the attention of the President. The additions, however, of the Central Ohio road, the Winchester and Potomac road and the Washington County road, to the lines worked by the Baltimore and Ohio Company, have necessarily caused increased labors and responsibilities among the general officers of the company. It is my expectation that the duties of the Vice President will be relatively increased, whilst I will expect in the future, from the necessities surrounding me, that the duties of the President shall be confined more than heretofore to the maintenance of the policies decided upon by the Board, and to the supervision of the more general interests of the company.

"Upon similar occasions, for several years past, the President has stated the progress of the works and general action of the company in addresses to the Board, which have, by publication in pamphlets and otherwise, been presented to the stockholders and the public. The necessity for a similar presentation at this time is precluded by the fact that the annual reports, up to the close of the last fiscal year, are being prepared, so that full particulars on these subjects will be thus furnished.

Mr. Garrett then alluded briefly to the extent of the works in progress and the magnitude of the operations of the road, more than ten thousand men being now employed in the service. He expressed his confidence in the continued development of the prosperity of the community and of the regions through which the road and its branches pass, and stated that he anticipated, in the future as in the past, the cordial and vigorous co-operation of the Board.

Railway Charges.

ILLEGAL RATES EXACTED AND CHARTERS VIOLATED.

OFFICE OF THE ATTORNEY GENERAL,
COLUMBUS, OHIO, December 16, 1867.

Hon. Geo. B. Wright, Commissioner of Railroads, &c.:

SIR: The correspondence between your Department and the Pittsburg, Fort Wayne & Chicago Railway Company, which was referred to this office, has been examined, and the points of controversy considered. I have now the honor to reply as follows:

RATES ON FREIGHT.

First. Said Company has no authority to charge on freight, transported a greater distance than thirty miles, any rate exceeding per ton five cents per mile. 1 S. and C., 273, sec. 12, Stat. 1,848; 1 S. and C., 378, sec. 13, Stat. 1,852.

RATES ON PASSENGERS.

Second. Said Company, in my opinion, has no authority to charge for the transportation of passengers, any distance exceeding thirty miles, a rate of fare exceeding three cents per mile.

1st. The Ohio & Pennsylvania Railroad Company, and the Ohio & Indiana Railroad Company, were incorporated prior to the adoption of the existing constitution, and under the general railroad act of 1848. By this latter act, sec. 12, these corporations were authorized to charge three and one-half cents per mile, for distances exceeding thirty miles. 1 S. and C., 273.

THE FRANCHISE OF THE P. FT. W. & C. R. R.

2d. On the first day of August, 1856, these corporations were consolidated, under the act of 1852. 1 S. and C., 280, and formed a new corporation, known as the Pittsburg, Fort Wayne & Chicago Railroad Company. (See History of Reorganization, p. 8).

3d. By this act of consolidation, the original corporation became, and were "merged in the new corporation" (Ib. 281, sec. 22). All the rights, liberties, faculties, and franchises of the original corporations became, and were vested in the new corporation, and the former ceased to exist, except that all rights of creditors, and all liens upon the property of the original corporations, were preserved, and their existence was continued only so far as was necessary to enforce the same. (Ib. Sec. 23).

4th. But the corporate franchises of these original corporations were not, at the date of their consolidation, the subject of *liens*, as *property*. These franchises, therefore, passed to, and became merged and invested in the new corporation, except the naked franchise of corporate existence. Among the franchises and faculties so transferred and merged, was the right to transport passengers, and to charge and collect fare therefor. This must be so, otherwise the new corporation would have been without power or authority to charge and collect such fares.

5th. But the new corporation thus organized by the consolidation of said original corporations, under the act of 1852, was made "subject to all the restrictions of said act." (Ib. Sec. 21).

By section 13, of said act, it was declared that all railroad companies organized under it are "restricted" to charging rates of passenger fare not exceeding three cents per

mile, for distances exceeding thirty miles. This consolidated company was organized under said act.

SUBJECT TO THE LAWS OF OHIO.

It is, therefore, subject to the restriction imposed on the rates of passenger fare by said act. Hence, at and after the consolidation, aforesaid, the Pittsburg, Fort Wayne & Chicago Railroad Company, which arose out of said consolidation, was restricted to, and had no power to charge more than three cents per mile fare, for the transportation of passengers distances exceeding thirty miles; and the franchise and faculty of said original corporations to charge three and one-half cents, or any other rate, thereupon became extinguished. This faculty of the original corporations was thus surrendered, in consideration of the liberty and privilege of consolidation.

STATUS OF THE CORPORATION.

6th. This, then, was the status of these several corporations at the date of the passage of the act of April 11, 1861, and of the judicial proceedings and sale under the decree of the U. S. District Court for the Northern District of Ohio. The franchise of the said original corporations to charge three and one-half cents, or any other sum, per mile, for the transportation of passengers, had ceased to exist as a faculty or franchise belonging to or possessed by either of them. This franchise was possessed exclusively by the new corporation—the Pittsburg, Fort Wayne & Chicago Railroad Company, subject however, to the restrictions of the act of 1852, limiting the rates of fare for thirty miles and upwards to three cents per mile. The original corporation then retained and possessed no faculty or franchise but naked corporate existence—all and singular their other faculties and franchises having passed to the new corporation, subject to the restriction aforesaid.

7th. By the judicial sale aforesaid, and the subsequent proceedings thereunder, only the faculties and franchises then retained and possessed by the said original corporations, and the faculties and franchises then possessed by the new corporation—the P., Ft. W. & C. Railroad Company—passed to Lanier and others. But neither the original nor the new corporation then possessed the faculty or franchise to charge and collect three and one-half cents, or any other greater than three cents per mile for a distance exceeding thirty miles. Therefore, no faculty or franchise to charge and collect greater rates of fare than three cents per mile, for the distances aforesaid, passed to Lanier and others.

8th. Lanier and others conveyed to the Pittsburg, Fort Wayne and Chicago Railway Company. But they could not convey any other or greater faculty or franchise than they themselves possessed, or than the said original companies, and the P., Ft. W. & C. Railroad Company possessed at and after the consolidation aforesaid. Hence the Railway Company—the existing corporation—did not acquire, and does not possess, the faculty or franchise to charge rates exceeding three cents per mile for the distances aforesaid. This is true, unless the franchise to charge a higher rate be given by some recent statute. Has this been done?

9th. The Pittsburg, Fort Wayne & Chicago Railway Company is a foreign corporation, created by the Legislature of Pennsylvania. It operates that part of its road lying in Ohio under and by virtue of the seventh section of the act of April 11, 1861. By that statute it

is expressly provided that said Company shall exercise no power, privilege, faculty or franchise within this State, inconsistent with the laws thereof, and that such part of said railroad shall be subject to all regulations of law, in the same manner as railroads of this State in like cases; and the corporation owning the same shall be subject to all duties imposed by law, &c. See Stat. 1861, sec. 6.

THE ACT OF APRIL 1863.

10th. The act of April 4th, 1863 (60th Vol. Statute, 54) in no manner whatever affects or impairs this reasoning, or its conclusion, even if said act be constitutional, which is more than questionable. It authorizes the "transfer of the franchise to be a corporation," originally vested in the company which held the railroad prior to any judicial sale thereof, etc. In this case the Pittsburg, Fort Wayne & Chicago Railroad Company held the road prior to its sale. Hence the existing corporation, the Pittsburg, Fort Wayne and Chicago Railway Company can acquire under the said act no greater faculty or franchise than mere corporate existence, "the franchise to be a corporation."

EXCESSIVE CHARGES ILLEGAL.

My conclusion, then, is that the P., Ft. W. & C. R. W. Company has no corporate power or franchise to charge or collect, for the transportation of passengers, distances exceeding thirty miles, fare at a rate greater than three cents per mile.

Third. Have railroad companies authority to exact rates greater than those prescribed by law from passengers destined to stations distant more than thirty miles? I think not.

THE PRE-PURCHASE OF TICKETS.

I understand this authority is assumed, and in some instances exercised, as to passengers who fail to pre-purchase tickets. The claim rests on two grounds—one of personal convenience of the company's agents; the other, and chief, of protection against their dishonesty.

1st. If the exaction of these greater rates be considered in the light of a penalty for the violation of a corporate regulation, it is wholly unauthorized, for the imposition of penalties is not an incident of corporate powers. If it be considered in the light of a burden imposed on the traveling public, to compensate for the crimes of the company's agents, it is equally unauthorized for the punishment of the innocent for the crimes of the guilty and faithless, is still less an incident of corporate powers. On either ground it contravenes the positive and express terms of the statute, which is an answer sufficient and conclusive.

2d. It may be said that the exercise of this power is warranted and justified by public policy. But neither self-protection, public policy, or any other pretext whatever, can override a public statute. Reasons of public policy may be grounds for legislative interference and relief; but I have only to consider the powers of these corporations in the absence of such legislation.

3d. The limitations of the statute are dependent on no conditions, either of public policy, self-protection, pre-purchase of tickets, or otherwise, except distance alone. No corporate regulation can disregard this positive enactment. If it were otherwise, the creator of these corporate beings would be subject and subordinate to the creature.

Hence, when a passenger enters the cars, with the *bona fide* intention of being transported a continuous journey of thirty miles

or more, the exaction from him of fare at a rate greater than that prescribed by the statute, on any pretext whatever, is unauthorized. No breaking of the journey into fragments, and charging for shorter distances between intermediate points, can sanction or legalize excessive rates.

DISCRIMINATING RATES ILLEGAL.

Fourth. Are discriminating rates, for distances less than thirty miles, authorized as against passengers failing to pre-purchase tickets?

The statute of 1852 (1 S. &c., p. 278, Section 30), to the restrictions of which the Pittsburg, Fort Wayne & Chicago Railway Company is subject, provides that for less distances than thirty miles, "such reasonable rates" may be charged "as may, from time to time, be fixed by the Company, or prescribed by law."

1st. It is a sufficient answer to the proposition to say that no authority exists for fixing a multiplicity of rates between the same points. A reasonable rate may be fixed, and not many rates, for the same class of passengers.

2d. The Legislature having prescribed what it regarded as a "reasonable" compensation for thirty miles' distance, it is not "reasonable" that the company shall be authorized to fix any rate for a less distance which will exact a greater gross sum. If it be, in legislative contemplation, unreasonable to exact more than ninety cents for thirty miles, it would certainly seem unreasonable for the company to exact a greater sum for any less distance.

TRIPS CANNOT BE BROKEN UP WITH A VIEW TO EXTRA CHARGES.

3d. But there being no express statutory limitation of rates for less distances than thirty miles, may not considerations of public policy and protection against the dishonesty of agents, control in estimating and determining what are "reasonable rates" for these distances? I think not. Liberal rates, on the basis of honesty and economy, are alone allowable. No considerations of policy or protection can authorize the exaction of a greater sum than ninety cents for thirty miles. These elements are, therefore, excluded from the legislative idea of reasonableness. It is proper, then, that they be excluded in determining what are "reasonable rates" for distances over which there is no legislative limitation. They can not, therefore, furnish any ground for fixing rates which will yield, on a less distance, a sum exceeding that yielded by the rates prescribed for any greater distance. Hence, any rate, whether prescribed as a penalty for the non-purchase of tickets, or as a protection against the dishonesty of agents, or for any other cause, which will yield more than ninety cents for any distance less than thirty miles, or a sum for any distance exceeding that for any greater distance, is unreasonable. If the sum of ninety cents, prescribed by the statute for thirty miles, be reasonable—and it must be so regarded—one hundred cents for twenty-five miles must be regarded as unreasonable and unauthorized, no matter upon what pretext it is asked or exacted, whether it be for the non-purchase of a ticket or other cause.

4th. The time, place or manner of payment can have nothing to do with the rate of fare. It may be required either at the beginning or end of the journey, as the company may deem proper; but this does not and can not determine the reasonableness of the amount charged. Whether a rate be or be not reasonable, depends, therefore, in no sense, upon

the pre-purchase or the non-purchase of tickets. Hence a rate which is reasonable in the case of pre-purchase, must of necessity be reasonable in the case of non-purchase of tickets.

5. Finally, the rates for all distances must be "fixed," not variable, floating, or uncertain. They must also be "reasonable," in the sense above stated. A rate "fixed" for the pre-purchase of tickets if within the limits above considered, will be deemed and held a "reasonable rate" of fare for the given distance. Any higher rate "fixed" for the non-purchase of tickets, or otherwise, will, of necessity, be deemed an "unreasonable rate." There can not be two standards of rate for the same class of passengers, and both be reasonable, in the same sense and degree, unless the personal convenience or dishonesty of agents may be considered as elements in determining what is reasonable, which, as shown above, can not be. A fair and "fixed" rate of reward for the transportation of passengers is the only reasonable and legal standard. No other or greater rate, either as a penalty for the non-purchase of tickets, or as a premium of insurance against the crimes or delinquency of agents, can, in legal contemplation be authorized or allowed. What is reasonable in the case of the pre-purchase of tickets, is, therefore, reasonable in case of their non-purchase.

A fair, "fixed" and reasonable reward in the one case, is a fair and reasonable rate of reward in the other, which the company has no legal authority or power to transcend, without further legislation.

Respectfully &c.,

W. H. WEST,
Attorney General.

The New York Times has the following statement in regard to the New York Central Road for the fiscal year ending September 30—1866-67:

	1867. Sept. 30.	1866. Sept. 30.
Capital of 1866.....	\$24,801,000	\$24,801,000
Added Athens Branch.....	2,000,000	.....
Added by Conversion Bonds.....	1,736,000	.....
Present Capital.....	\$28,537,000	\$24,801,000
Surplus income.....	\$4,727,836	\$4,407,928
Funded Debt.....	12,069,820	14,095,804
Sempr. Expenses.....	278,789	388,284
Allowed for Accrued Interest, &c.....	410,099	426,887
Total.....	\$46,923,535	\$44,119,902
Road and Equipm't.....	\$34,594,406	\$34,133,911
*Premiums of 1853..	6,266,955	6,527,439
Athens Branch.....	2,000,000	.....
Cost to date.....	\$42,861,361	\$40,661,350
State Line Stock.....	\$542,300	\$542,000
Bridge & other Stocks ..	938,678	928,532
Cash in Bank and Agents.....	672,507	551,929
Fuel and Supplies.....	739,776	1,192,948
Bills, Receivable, &c..	248,913	242,844
Total.....	\$47,023,535	\$44,119,903
*Reduced from \$9,000,000 by Annual Sinking Fund.		

The net income to the stock the present year is 7½ per cent. on \$28,537,000. Last year it was 7.80 per cent. on \$24,801,000.

Mississippi and Lake Superior Railroad.

We published, last week, an article showing that arrangements had been made by Col. BANNING for the early completion of this important road.

"This projected road from St. Paul to the western extremity of Lake Superior, will be 150 miles in nearly a direct line, and according to the present calculations, 75 miles will be completed next year, and the whole by the end of 1869. The people of Minnesota reasonably attach much importance to this enterprise, as tending to complete the railway system of the State by connecting the great channels of trade which follow the direction of the St. Lawrence River and Mississippi. The entire cost of constructing and equipping the line is estimated at \$5,000,000, or a sum less than the anticipated saving of a single year in the transportation of wheat, should the yield of Minnesota increase in the future as rapidly as in the past. Compared with existing routes, the distance traveled in reaching lake navigation will be shortened about 300 miles. Aside from other incidental advantages, promised by the "Lake Superior and Mississippi Railroad," as this enterprise is called, the projector's hope to realize handsome profits from the trade with the mining population along the shores of Michigan and Wisconsin, numbering something like 60,000, which will be put in ready communication with a section of Minnesota, hitherto isolated, but rich in agricultural products.

The Lake Superior region competes with Pennsylvania in the production of iron ore. The supply from the mines back of Marquette, as we learn from *The Marquette Journal*, amounted in the last year to 450,000 tons, exceeding 50 per cent. the yield of any former year. Of this total little remains on hand for export, the demand having continued good up to the close of navigation. In regard to extent of the ore deposits, there is apparently no limit. *The Journal* says the introduction of machinery and the system of deep mining in the older mines will enable the various companies to maintain without exhaustion a large production from year to year, although the costs are somewhat increased, compared with mere surface operations of former years. Generally speaking, the deposits of ore in these mines enlarge as they are worked downward, giving promise of an unending supply.

A full meeting of the bondholders and stockholders of the South-West Pacific and Atlantic and Pacific Railroad Companies was held at their office, No. 54 William street, on Wednesday, December 11th, and Messrs. Benj. E. Bates, President of the Bank of Commerce of Boston; Chas. H. Dabney of Dabney, Morgan & Co., and Wm. A. Stephens, of Ward & Co., were appointed a committee to arrange with the State of Missouri for the surrender of the Atlantic and Pacific Railroad Company of that part of their road recently seized by her authorities, and to complete arrangements for immediate and energetic work on the construction of the Missouri division of the Atlantic and Pacific Railroad.

Northwest Territory.

TEMPER OF THE CANADIAN PRESS.

The following extracts show the temper of the Canadian Press relative to the suggested transfer of the Hudson's Bay Territory, and more clearly defines the plans, hopes and fears of our neighbors relative to this important subject:

(Toronto Globe, December 12, 1867.)

CANADIAN PARLIAMENT ACTING ON RESOLUTIONS OF A CONFERENCE AT QUEBEC.

Resolution 10. The North-West Territory, British Columbia and Van Couver, shall be admitted into the Union on such terms, and conditions as the Parliament of the Federated Provinces shall deem equitable and as shall receive the assent of Her Majesty; and in the case of the Province of British Columbia or Van Couver, as shall be agreed to by the Legislature of such Provinces.

The communications with the North-West Territory, and improvements required for the development of the trade of the great West with the seaboard, are regarded by this Conference as subjects of the highest importance to the Federated Provinces and shall be prosecuted at the earliest possible period that the state of the Finances will permit.

(From the same, December 13, 1867.)

MORE YANKEE IMPUDENCE.

In the United States Senate the other day, Mr. RAMSEY, of Minnesota submitted the following resolution which was ordered to be printed:

[These resolutions were printed in our last issue.—Ed. Record.]

If Mr. RAMSEY had taken the trouble to inquire, he could probably have found some one in Washington able to tell him that Canada has nothing to do with the ceding of the territory which he covets. We have no more right to cede British Columbia to the United States than the people of British Columbia have to make a present of Canada to our neighbors.

We hope soon to have the territory mentioned by Mr. RAMSEY ceded to Canada, and made part parcel of our Dominion.

Mr. RAMSEY's resolution is just another hint that we must not delay too long in dealing with the North-West, and it ought to silence those who are arguing for delay.

We know that Mr. RAMSEY's resolution will come to nothing so far as present action is concerned, but the constant outcries of the anxiety of our neighbors to get hold of portions of British American territory, are warnings which should not pass unheeded. If we neglect the people of the Red River country for a few years longer, we may find them too much in the humor to give a favorable response to some of the propositions of Senator RAMSEY. Since that stage is reached we should be in a fair way to lose the North-West country forever.

Those who plead for delay are assuming a very grave responsibility.

[From the Hamilton (Ca.) Spectator, December 6.]

THE RED RIVER COUNTRY—CANADA ALARMED AT THE ENCROACHMENTS OF THE AMERICANS.

In a recent issue we made mention of the late meeting of the directors and shareholders of the Hudson's Bay Company in London, and alluded to the importance of early action in the Red River question. A gentleman lately returned from Fort Garry, informs

us that the settlers there are becoming quite tired of the present position of affairs, and are exceedingly anxious to see their beautiful territory become part of the Dominion of Canada. He also states that Americans from the neighboring State of Minnesota are flocking in in great numbers; that they are thoroughly alive to the great value of the Red River country, and openly boast that, without any fighting or bloodshed, they will "annex" it to the States.

They have visited the gold mines which have recently been discovered in the Northwest, and are fully aware of their value as well as to the agricultural resources of the Assinibonie and Sakatchewan. Under these circumstances it would be folly for us to shut our eyes to facts or imagine that we can afford to sit still. In these days of steam and telegraph, political events also no longer seem to move at the steady pace of former times, but move with almost lightning. And we may rely upon it that we have no time to lose, but are imperiously called upon, as we care for the future of the Dominion, to see to it that the claim of empire which we seek to stretch from the Atlantic to the Pacific is not broken or interrupted. It is useless to talk about including British Columbia and Vancouver's Island in the Confederacy, unless we also secure the country which lies between us and the Pacific colonies.

With Lake Superior in the hands of a foreign people, and Red River held by a foreign power, any attempt to hold British Columbia would be worse than useless. Upon the wisdom and prompt action of the Canadians now, depends, in all human probability, the question whether the northern half of this Continent shall remain British or not. The Americans understand this, if we do not; they are ready to seize the golden hour, if we are not; nor can we blame them for seeking to enlarge their territory, for that they should do so is perfectly natural. But it must not be forgotten that the Red River territory belongs to the British Crown, and that there will be no difficulty in retaining it as part of the British Empire, if we upon whom such weighty responsibilities rest just now, do but prove ourselves equal to them and worthy of our destiny.

And in doing so we shall only be actuated by a laudable desire to protect our own interests and build up and consolidate British power upon this continent, and not with a view of establishing any unfriendly rivalry with the States, as our neighbors sometimes contend. In making any bargain with the Company we are fortunate in having the Imperial Government warmly on our side, all English statesmen of any mark being unanimous in desiring to see the centre of British North America included, as speedily as possible in the new dominion. We are glad to see that the House of Commons is taking the first preliminary steps in the matter, and can only hope that these will be followed by speedy and energetic action.

The Albany and Susquehanna Railroad is about being opened for travel to the Village of Ninevah on the Susquehanna, being the point where the road crosses over to the Chenango River, a distance of 21 miles from the City of Binghamton, its terminus. This section is all under contract, and a large force is now at work for its completion. The Company intend to complete this last section of their road by the 1st of November next. It is expected that the whole line will then be in complete running order from Albany to Binghamton, a distance of 140 miles.

Canadian Affairs.

The following from the special correspondence of the New York Times, indicates the hopes and expectations of the leaders of the new "Dominion," "across the border."

FROM ATLANTIC TO PACIFIC.

It has become quite fashionable among Canadian politicians, and is taken as an indication of a liberal, patriotic and statesman-like mind, to talk of building up a "new nationality," extending from ocean to ocean. This is evidently the object aimed at by the leading Canadian statesmen—a very praiseworthy object, without doubt, and one which we can only hope they will succeed in attaining. The Confederation act was framed with this end in view. It provides for the admission into union with Canada the Provinces of Prince Edward Island, New Foundland and British Columbia, whenever they may express a desire for union; and also for the admission of Rupert's Land and the Northwest Territory, upon terms and conditions to be expressed in addresses from the Dominion Parliament to Her Majesty, and which shall be approved by the Queen in council, so that the question will not have to go before the Imperial Parliament. Yesterday Hon. Wm. Macdougall brought down a series of resolutions setting forth that it is expedient that such an address be presented to Her Majesty, and that steps be taken to secure the union to Canada of Rupert's Land and the Northwest Territory. The legal rights of any corporation, company or individual within the same will be respected, and in case of difference of opinion as to these rights, they shall be submitted to judicial decision, or be determined by mutual agreement. The resolutions state that upon the transference of the Territories in question to the Canadian Government, the claims of the Indian tribes to compensation for lands required for purposes of settlement, would be considered and settled in conformity with the equitable principles which have uniformly governed the Crown in its dealings with the aborigines. On Monday next the House will go into Committee of the Whole to consider these resolutions.

THE INTERCOLONIAL RAILWAY.

Yesterday Sir John A. Macdonald brought down a series of resolutions respecting the building of this railway. They provide for the raising by loan of a sum not exceeding three million pounds sterling, bearing interest at a rate not exceeding four per cent. upon the guarantee of the payment of the interest of such loan by the Commissioners of Her Majesty's treasury under the provisions of the Canada Railway Loan act of 1767. They also provide for the payment of said loan by the Canadian Government by way of a sinking fund of an annual sum at one per cent. on the entire amount of principal whereon interest is guaranteed, to be remitted to the Commissioner of Her Majesty's Treasury by equal half-yearly payments in such manner as they may from time to time direct, and to be invested and accumulated under their direction in the name of four trustees, nominated from time to time, two by said Commissioners and two by the Canadian Government, such sinking fund and its accumulations to be invested in securities of the Provinces of Canada, Nova Scotia and New Brunswick, issued before the union, or such other securities as may be approved by the said Commissioners. This sinking fund to continue until all the

principal and interest of the loan are discharged. The resolutions empower the Dominion Government to raise a loan for the completion of the railway of a further sum, not exceeding one million sterling, without the imperial guarantee. These resolutions will be considered by the House on Tuesday next. There are three routes for this road to choose from, each of which has its advantages—the frontier, which runs within a few miles of the Maine Border; the central, through the heart of New Brunswick, and the north shore route, which takes a sweep around by Gaspé, and thence south along the east coast of New Brunswick. The frontier route would be the cheapest, as advantage could be taken of railways already built. It is, however, objected to on the ground that running so near the frontier it would be useless in case of war as a military road. The central would for a long distance go through the heart of an uninhabited wilderness, and in many places the grading would be very heavy. The north shore route is the one which appears to find most favor with the present Parliament. Whichever way the road is built, as a commercial speculation it will be a miserable failure. New York is the nearest seaport to Toronto, and Portland to Montreal, and except in the rare event of war with the two countries, these ports will receive all the Canada traffic which does not go by way of the St. Lawrence. Besides, before the Intercolonial Railway can be barely commenced an unbroken line of communication by rail will be established between Montreal and Halifax shorter than any of the intercolonial routes. From Halifax to Truro there is already a railway; from Truro to Moncton in New Brunswick, the road is under contract; from Moncton to St. John there is a road in good working order; between that city and Bangor the road is under contract and is being rapidly pushed forward from both ends. This line connects at Bangor with the line which crosses the Grand Trunk at Dunnville station, 28 miles out of Portland. Here then in a short time will be an unbroken line from Halifax to Montreal 25 miles shorter than the shortest of the intercolonial routes. Under these circumstances it is difficult to see how the intercolonial is going to secure anything approaching to a paying traffic. The Grand Trunk, running as it does through the heart of the wealthiest portion of Canada, last year was £17,000 sterling in arrears after paying expenses. How then will the intercolonial line, running for a long distance through a poor and thinly settled region pay? All things considered it is difficult to conceive a more monstrous piece of folly and useless expenditure than is this intercolonial railway scheme. However, by the terms of the Confederation act the road must be built, and all we can do is to see to it that it is built on the most economical principles consistent with its proper and efficient working, and jobbery and corruption find no place in its building and working.

The refusal of the Vermont Legislature to allow the Burdens of Troy to build a Railroad to their Iron mines in Shaftsbury, is everywhere sharply rebuked, and the Troy Times says of it; "The whole history of the legislation of this country probably does not present a parallel to this; and we doubt if another instance can be found where a legislative body has denied a charter for a Railroad designed simply and solely to develop the resources of a State."

MONETARY AND COMMERCIAL.

The condition of the money market has not materially altered during the past week, although a feeling of confidence is manifest in the good sense of Congress to not further press the contraction of the currency and depress the industrial interests of the country. The supply of currency at the discount houses has been liberal, and collections good, but the demand has, however, been greater than the ability of bankers to meet. The rates to customers is firm at 10@12 per cent., while outside transactions are quoted at 15@18.

The demand for exchange is fully equal to the supply, and the market rules firm at the quotations:

	Buying.	Selling.
New York.....	1-10c dis.	par
Philadelphia.....	1-10c dis.	par
Boston.....	1-10c dis.	par
Gold.....	133½@133¾	134@134½
Silver.....	124 @127	125@128

The New York market has been unsteady, with a tendency downward. The following table of daily fluctuations will indicate the feeling:

	Opening.	Highest.	Lowest.	Closing.
Dec. 10.....	136½	136½	135¾	135½
" 11.....	135½	135½	134¾	134½
" 12.....	134¾	134¾	133¾	133¾
" 13.....	133¾	134	133	133¾
" 14.....	133¾	134	133¾	134
" 16.....	133¾	134½	133¾	134½
" 17.....	134½	135	134¾	134½
" 18.....	133¾	134½	133¾	133¾

The decline in gold has seriously affected the produce market, and packing is now generally done on account of the drovers, prices being unsettled and unsatisfactory.

The Tribune of the 18th says of the New York market, that—

"Money is abundant at 6 per cent. on call, and more is offered at this rate than can be used. Commercial bills are more saleable, and there are many names which could be placed at 7 per cent. Paper not well known can only be used at high rates. The approaching quarterly statement of the banks, and the demands growing out of the settlement of the year's business, will probably be met without disturbing the market. The sluggish movement of cotton, and the early return of capital from the West, leaves the banks much stronger than was anticipated before the marketing of the crops commenced.

Government stocks are firm, and upon some issues higher. The defeat of Mr. Butler's attempt to repudiate the National debt gives new confidence to holders, and disconcerts foreign speculators, who attempted to trade upon the supposed want of common honesty in the American people. Quiet purchases of 5.20s of 1862 have been made to-day by parties "short," upon the idea that bonds are to be sent from Europe for sale. Missouri 6s rose ¼ per cent. The Express stocks are higher and active, Merchants' Union selling at 39, and Adams at 80. Pacific Mail is lower, selling at 121½. The Railway share list is firm, with an active business in the leading stocks. Erie, Michigan Southern, Rock Island, and Cleveland and Pittsburgh for the moment claim the attention of speculators. After the call the market was firm. At the Second Board the share market

was very active, and high prices paid upon several shares. Erie, Cleveland and Pittsburgh, and Michigan Southern were in active request at full prices. The advance in Erie was caused by rumors that the trunk roads had agreed upon the policy in regard to commissions on freights and passengers. At the advance there were some sales to realize profits, but the market closed firm. There is a steady demand for Railway mortgages, of which there are few offering, except those of the Pacific Roads. These are steadily gaining in public favor, and are passing into the hands of investing parties.

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Railway, on Saturday Morning, by the 6:00 a.m. Lightning
Express, go

THROUGH TO NEW YORK

Without Detention arriving in New York 3:15 p.m. next
day, Sunday.

2 Through Lightning Express Trains for New York,
Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave Cincinnati.....	6.00am.....	7.00pm
" Dayton.....	8.20 ".....	9.15 "
Arrive West Salem.....	1.40pm.....	4.03am
" Leavittsburg.....	4.40 ".....	7.30 "
" Meadville.....	7.05 ".....	10.15 "
" Susquehanna.....	7.30am.....	10.38pm
" Paterson.....	2.33pm.....	6.17am
" New York.....	3.15 ".....	7.00 "
" Boston.....	6.00am.....	5.00pm

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequalled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for all
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SHATTUCK, Gen'l Ticket Agt. L. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1886, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 1:00 p. m. On Sundays, one Express Train
at 8:40 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville. arrives at
Harrisburg at 4:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS Train from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:42 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at
1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

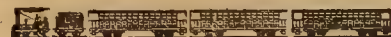
H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO

ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

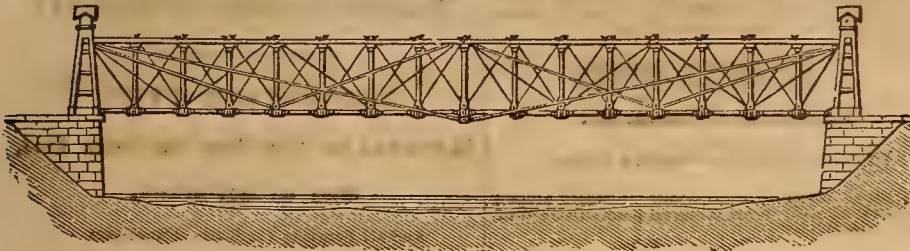
Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.
F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN.

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and for the maintenance of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities at Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
Pittsburg, Pa.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

Productive Wells all

around them.

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phila. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for the celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 30 P. M.
Toledo & Detroit.....	7 00 A. M.	9 30 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run CINCINNATI Time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. E. COTTON, Cincinnati Agent.

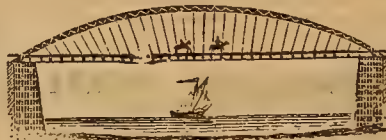
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods,

Bar of all Sizes.

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 40 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same, &c., &c.

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY
4.15 (Express Monday excepted). 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.
On Sundays, 4.30 A. M.; 11.30 P. M.
Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)
SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave all time for Philadelphia at 8.25 P. M.
Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, DECEMBER 26, 1867

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.	
One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Morning Express.....	7:00 P. M.	6:10 A. M.
Night Express.....	6:00 A. M.	6:00 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:40 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		

Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago Exp.....	5:10 P. M.	1:55 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:50 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION		
Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.		
Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.		
St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.
Louisville Special Train.....	3:45 P. M.	1:50 A. M.

CINCINNATI AND ZANESVILLE.		
Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.		
Express.....	6:00 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.		
Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

North-west Territory.

ITS RESOURCES AND VALUE—CLIMATE—CANADIAN VIEWS OF ITS IMPORTANCE—ITS NATURAL ALLIANCE WITH THE UNITED STATES—HOW BRITAIN IS TO BE REDEEMED AND CANADA PRESERVED.

The vast extent of territory now under the control of the American government and over which the flag of freedom holds undisputed sway is no mean Empire; and it might, perhaps, with some degree of plausibility be assumed to be sufficiently extensive for the full development of our system of free thoughts, free institutions and our peculiar representative government. Such views, however, are entertained only by those who have arrived at that plethoric stage of existence most forcibly expressed by the party in the Scripture who had "much store laid up for many years," and hence proposed to "take his ease," forgetting the inscrutable law of progress, that to stand still is to retrograde. If this is to be the destiny of the American people, it would be better that it should be known,—let decay begin, and let some other more energetic people lead the van of the world's advance in civilization, morals, science, government, territory.

European countries have, with the exception of Russia, but little means of enlarged development, unless by the colonial system of extension of territory, the wisdom of which, has, of late years, been regarded as of doubtful expediency. The French Emperor has, however, done good service to the world and made an available outlet for France in Algeria, while the gold fever has built up, out of penal colonies, a wondrous empire for Great Britain in Australia and the Islands of the Sea, creating new fields of enterprise for commerce and the industrial arts, without which the merry hum of their manufacturing towns and laboring millions would have been long since hushed by starvation. The French Emperor as well as the British Government fully understand the necessity for them to keep employed the countless millions of their people that rely on daily toil for daily bread, and that the spread of empire only can give that control of markets that insure a constant demand for the products of the anvil and the loom.

The developments of the American Revolution and the past history of our country, but more especially the events of the passing decade has demonstrated to the Monarchies of the Old World that so far as this continent is concerned, they have nothing to hope for—that a young giant has arisen who has fixed meets and bounds to their ambition, and who with "one foot upon the land and another upon the sea" has proclaimed this "the home of the brave, and the land of the free!"

Yet, God is just—"the earth is His, and the fullness thereof," and if we fail in our manifest duty, to improve our "talent" or

opportunity, even "that which we have will be taken away" and committed to more faithful hands. This is the inevitable law of nations as well as individuals, and we as a people can not shirk the responsibility.

For the purpose of more clearly comprehending the importance and duty as well as interest of the American People, in regard to the great "necessities of the age"—the Pacific Railroads—those wonderful instrumentalities for civilizing and Christianizing the World, as well as the "spread of empire" and the area of freedom, we give the following extracts from various sources to show the extent and value of the great North-west Territory, to which the Northern Pacific Railroad will be a great "aorta" imparting life, vigor and manly strength to a "new born nation."

The Toronto *Globe* of December 4th, contains the following:

THE NORTH-WEST TERRITORY.

The Rev. George Macdougall thus referred to the capabilities of British Columbia and the North-west at the meeting of the Wesleyan Missionary Society at Whitby:

"The country is larger than this whole Dominion, and the agricultural portion of it is larger than Eastern or Western Canada. He would give them a few facts. The cattle live out all winter—except once during the last five years there was no need to feed horned animals or horses. This country extends 1,000 miles from Red River to the Rocky Mountains. As to minerals he could trace 300 miles of coal in one direction. On one small stream he saw a seam of coal extending for six miles and four or five feet thick. On the Athabaska River, 100 miles to the north of him, coal could be seen all along the banks, also on the southern banks of the Saskatchewan, in one place he had seen it where it had been on fire from time immemorial. There was timber, too, in abundance. Some of the finest rivers in the world run parallel for hundreds of miles, and on the higher portions of their course, near the Rocky Mountains, there was the finest timber. As to gold, he wished he had all the gold that could be picked up only five miles from the Mission House—he would soon pay the debts of the society. The gold is there, and it will come in due time. Every river on the eastern slope of the Rocky Mountains is full of gold. It might be asked, why is not this gold taken out? Men cannot at present find provisions while they try to do it. Flour is in that country \$1 a pound, working cattle \$200 each. Miners will not work there under \$10 a day. Men must go in and farm there, else provisions cannot be furnished in sufficient abundance to support the miners. If Dr. Taylor would come out this way, he would show him mountains which were the backbone of this continent. Let him see one sunrise from the eastern slope of the Rocky Mountains, with the strawberries at his feet and the eternal snows above him at the summit of the mountains, and he would soon acknowledge the Alps of which he was so fond of talking to be small. When he came to Red River he felt cross with the Canadians every hour on account of their indifference to this fine territory. Americans are wide-awake. An old farmer who wanted me to preach at his house showed me the wheat he had raised. He had raised 300 bushels of

wheat weighing 68 lbs. to the bushel. He had seen there the finest specimens of flax, and fit for thread of the finest quality for fisheries and other purposes. Native hops worth 75 cents a pound in St. Pauls' could be gathered by the wagon load."

In the Canadian Parliament this subject has been freely discussed as will be seen by the following:

THE NORTH-WEST TERRITORY.

Mr. Macdougall then moved the resolutions for the incorporation of Rupert's Land and the North-western Territories with Canada. He said it was a subject of such great importance that he feared he should fail to give the House a proper conception of the question. The union and consolidation of British America has been desired by British American statesmen for the last fifty years. He would not quote authorities, but content himself with a general statement that it had been the dream of patriots and philosophers that our destiny was to be united as one great people and nationality, extending from the Atlantic to the Pacific. In 1864, representatives from the various Provinces comprising British America, except from British Columbia, met at Quebec to consider what was to be done in view of new dangers, and new duties that had arisen in consequence of events then transpiring upon the continent. They met under the authority and with the countenance and assistance of the Imperial Government. They suggested a scheme of Union in the form of resolutions, which scheme was subsequently submitted to the Parliament of Canada and approved. It was submitted to the Legislatures of Nova Scotia and New Brunswick, and received their approval by large majorities. Subsequently to this the matter was laid before the British Government, and then before the British Legislature; and we now have in the form of law the approval of that grand idea which has so long occupied the statesmen of British America in reference to our future. This Union Act contains a very important clause—that is power to unite the remaining Provinces and territories comprising the whole northern half of the continent which acknowledges English rule, English laws and the English flag, and bring those territories under the rule of this new Dominion.

Hon. Mr. McDougall continued his remarks. He trusted that the settlements to be founded in the West, from the hardy character of the population already there, and of those who hereafter go in would very soon be self-sustaining; that they would make their own local works and relieve the general government from any burden in respect to them. Already the people of Red River had pledged themselves that if the Canadian Government would make the road from the head of Lake Superior to the Lake of the Woods, they themselves by their own labor and at their own cost, would continue the road westerly some 90 or 100 miles. Thence on to the Rocky Mountains, the character of the country was such that a railway could be constructed at an exceedingly cheap rate. Practicable passes through the Rocky Mountains had been discovered by Capt. Palliser and others. If British Columbia should be brought into this union, at least a very fair wagon-road to supplement the means of navigation could be constructed for a very reasonable outlay. He need not refer now to the great object which many writers and thinkers on this subject had in view of constructing a great thorough-

fare across this continent—that was something for the future. We had to deal with the question of practicability, but it had been demonstrated very satisfactorily, that it was possible within the means which had been expended on other lines of road to construct means of transportation across the continent from one ocean to the other, and the whole distance in British territory. Another fact of the greatest importance looking to the future, was that along the whole of this line, except about 100 miles west of Lake Superior there was a habitable country. He quoted here a passage from a pamphlet by Mr. J. W. Taylor, of St. Paul, who estimated that there were 300,000 square miles of productive land in British territory in the Northwest, and adduced evidence showing the high capabilities of the territory for producing wheat, &c. Mr. McDougall proceeded to urge various reasons why the question of opening the North-west should be dealt with, and dealt with promptly. He argued that if the people of Red River did not get a response to their reasonable appeals to the Mother Country and to Canada for protection, and for the rights and privileges of British subjects, they would soon look elsewhere to a quarter where there would be some prospect of their wishes being regarded.

Mr. Gray said if any doubt had rested on any gentleman's mind as to the propriety of passing these resolutions, he thought that doubt must have been removed by the speech of the member for Hants. That hon. gentleman had admitted the fertility and value of this territory. He had painted out in most powerful language that the Hudson's Bay Company had sat as an incubus and curse on the country, and he had declared that England would not spend a farthing to maintain our rights. If that was the case, could we in fairness leave our fellow countrymen in the Red River settlement and in the Saskatchewan valley, to remain under the curse of Hudson's Bay rule, without laws, without the enjoyment of liberty, and not do what was in our power to extend to them the blessings we enjoyed ourselves? He (Mr. Gray) was prepared to say that we had no right to call on the British Government to undertake the settlement and development of the North-west. The British Government had performed that duty towards us in these colonies, and when under its fostering care we had reached the important position we now fill. We ought to say that the British Government should not be called on to incur one shilling of expense on account of British America, except in case of extreme emergency, in case of war or imminent peril. We had no reason to anticipate any trouble of that kind at present. He thought injustice was done to the intelligence and morality of the leading men of the United States, when it was assumed that they were eternally desiring to grasp this country, and include it within their own domain. On our part, our mission at this moment was a mission of peace and not of hostility to the United States, and in building up this new nationality, we should pursue the course which has been so successfully pursued by the people of this country during the last forty years. They had gone on extending their settlements, mapping out territory, and giving the people, originally few in number, who settled in these territories, the benefit of their laws, and the aid derived from their power. We could not follow a better example with regard to our own fertile territories in the West. And in doing this, it would be without prospect of

ulterior benefit to ourselves, not only to this portion of the country, but to the people on the seaboard. What had built up the great prosperity of the cities on the seaboard of the United States but the opening up of the trade of the West, and the providing of artificial channels to bring it to the sea. Mr. Gray went on to refer to the policy of England in recent years in sweeping away monopolies which had cramped the energies of the people, and contended that a similar course should be pursued with reference to the Hudson's Bay monopoly. He alluded to the very serious doubts which existed as to the legal right of the Hudson's Bay Company to the territory it occupied, and pressed the opinion that its right should be decided by a judicial decision, in preference to the question being settled by a compromise. If the Company had no rights the territory would revert to the British Crown, which was willing to give it to us, and it would not cost us a farthing. If according to the British law and justice, the Hudson's Bay Company had a legal right and interest in that territory, we should be willing to pay what was the value of that right, for he did not think any man in this country would wish to take away the Company's rights to the extent of a solitary spelling beyond what the law gave. Mr. Gray went on to contend that the opening up of the North-west was as much a part of the Scheme of Confederation agreed to by the various Provinces as was the Intercolonial Railway. He thought the resolutions should commend themselves to every member of the House. When the Government asked a sum of money to carry them out it would then be time to consider whether that sum was excessive or not. He thought we should not lose the opportunity which now presented itself of acquiring these great territories and that it would be very unwise by delaying the matter till another session, to allow the Hudson's Bay Company to create fresh obstacles in our path.

Mr. Simpson defended the conduct of the Hudson's Bay Company, and thought their right should be respected. He gave them great praise for their dealings with the Indians, and contrasted the feelings the Indians entertained towards them with the feelings they entertained towards the subjects of the United States. He spoke of the fertility of the soil and the mildness of the climate. Cattle required no shelter in winter, they being fed in yards. It was of the greatest importance that we should go in and possess that country. If we did not before five years the stars and stripes of the United States would be floating there.

Mr. McMillan could not understand how any person could be in favor of Union and opposed to the carrying out of a policy without which the Union is incomplete. He had supported the Union policy, and if there was a question which he had explained to his constituents more than another, it was the advantages to be derived from extending this Union from the Atlantic to the Pacific. They were forming a new nationality, and without this extension they would not attain the importance which they would with a territory extending from ocean to ocean, united under the protection of the mother country. They should adopt the policy of the United States in regard to its territorial expansion. He regretted to see in this country a fear of giving umbrage to the United States in regard to matters of our own internal economy. A great deal had been said about the naval and military power of the United States. True,

they were to some extent, a military power. They had with twenty millions of people succeeded in conquering four millions. We should not be afraid of difficulty arising with the United States on account of our policy here. We should not live by sufferance, for as long as we had the Mother Country to help us we need fear no danger from any attack being made by the United States. In regard to the extent and resources of Rupert's Land, there was but one opinion. The productiveness of its soil was unsurpassed, while its climate was far superior to the climate of the maritime provinces, and equal to the most favored parts of Canada. The country would not remain long in its present condition. If pressmen were correct the government of the United States had a desire to negotiate with the Hudson's Bay Company for its purchase. He did not think these resolutions committed them to purchase that territory, but if they have legally rights they should be considered, and if proved to be of value they should have a fair remuneration for them. But he had no recollection of any opposition being made by the Union party on account of the desire to extend this Union from the Atlantic to the Pacific. If half a million dollars would make the necessary connection, they should not endanger this Union by any hesitancy.

Mr. Harrison said he had examined the resolutions with considerable attention, and had come to the conclusion to support them. The subject was second only to Confederation in importance. There was no doubt of the great natural resources and vast extent of the territory in question. It consisted of three hundred thousand (300,000) square miles of land, one hundred thousand (100,000) of which was as good prairie land as any in the world, every acre fit for cultivation. Some writers had put the extent of the prairie land at four times that amount.

Mr. McDougall—Mr. Hind represents that there are ten millions (10,000,000) acres of arable land.

Mr. Harrison—Let the quantity be less or more than that, there is no doubt that it is enormous, and was provided with great natural highways in its large rivers and lakes, rendering it a comparatively easy matter to open up communication with it. There was no doubt the opening up of that Territory would be beneficial to Canada. We had need of immigration. Why was the United States securing so large a share of immigration? Because of the attraction of her fertile prairies—affording to agriculturists easy means of securing wealth, or at least competency. In the Northwest, we had prairie land equal to any in the Western States. Possessing these lands we could not only give to emigrants land equal in fertility and natural facility of cultivation, but also the protection of British laws. The moral power we would acquire by this acquisition of territory would be something very great. We would have territory half the size of Russia, and thirty times the size of England, Ireland and Scotland put together. He denied that the former Government of Canada could have had this territory for nothing. It was an express condition of the negotiations between Canada and the Imperial Government at that time, that Canada should pay an indemnity to the Hudson's Bay Company, raised by loan under the Imperial guarantee. He held that delay on this question would be dangerous. If we were to receive that territory at all, we must take action in the matter now. The United States were eager for territory, and if we did not take possession

of that territory and open it up for settlement, the Americans would. They were willing to pay for it, while we can get it for nothing. He expressed surprise at the opposition to this measure of some members of the Reform party which had for years adopted it as a plank in their political platform. It had been said that this territory would be a source of weakness, but it would be remembered that we should have the protection of the Mother Country. As things are, that Territory was as liable to be invaded, and Canada was just as much in danger as if we possessed it. He did not think the Hudson's Bay Company had proprietary rights in that Territory; had no right to prevent its being opened up to civilization. The monarch who granted the charter had no right to do so, and the conditions of that charter had not been fulfilled. The question should be submitted to the courts, and he had no doubt the decision would be favorable to Canada instead of the Company. The Company, instead of claiming damages, should pay damages for preventing the march of civilization. He would support the resolutions, first, because the object sought for would be advantageous to Canada; secondly, because it would be advantageous to the Territory itself, and the work must be done now or never.

What are the means proposed to be made use of in carrying out this vast and stupendous scheme, and what are the objects to be attained? Let us for a moment look at a few extracts from an English Work entitled "Britain Redeemed and Canada Preserved," by F. A. Wilson and Alfred B. Richards. By referring to pages 177, 178 and 191, we thus learn the peculiar instrumentalities proposed to be made use of, and what *elegant* neighbors it is designed to plant alongside of us.

INSTRUMENTALITIES OF CONSTRUCTION.

There is at the same time another class fully as numerous, uninscribed on the pauper list, who linger under even worse destitution than our paupers, swelling the squalid mass, and equally dependent upon charity for support—miserable beings, who, in the hand-to-mouth precariousness of hap-hazard labor, barely sufficient to sustain animal life, prolong a wretched existence, between life and death, till their doom is sealed in the last stage of unmitigated suffering. With the less miserable million, however, provided with work, but who must yet labor at it against time, like sinking mariners at the pump, or with the countless multitudes wasting in secret penury, we have not now to deal, since the sufferings of these victims are but the immediate effects of the over-crowd; to whom regular occupation and bread would necessarily accrue the instant we could rid ourselves of the pressure of a superfluous body whose destitution is not only complete, but rendered confirmed and irremediable by fixed habits of dependence, till, hardened in their degradation and wretchedness, they have resigned themselves without scruple as without other hope, to the mercy of public charity. These annually cost the country six millions in parish rates; but, taking all, without distinction of characters and classes, dependent throughout the realm upon public and private charities for means of existence, the gross expense of their support is calculated to amount to nothing less than forty millions!

Like a cancer, the eating disease has spread till its virulent excess gallops on to the last

extremity of final ravage; and if the disorder has become insupportable at present, where will it be anon? Is it a disorder which time of itself can eradicate, and is the remedy likely to prove more efficacious by delay? No, no; every year imparts to the infected body of England some more formidable symptom of mortality, engendered of the parent evil, *pauperism*; till the complication equals in fatal malignity the original mischief itself. Each day some fresh feature of our social disorder is exposed to light, filling us with consternation and perplexity.

"What is to be done with British culprits? England will not keep them—the Cape will not accept them—Mauritius declines them—South Australia repudiates them—Port Philip spurs them—Sydney objects to them—New Zealand detests them. Are there any in Van Diemen's Land would accept them on any terms? Let such individual speak out. But where are the prisoners of the empire to be sent? Swan River is the only colony that has solicited the impure gift; but their destination is doubtful, since the government of this island, contrary to the desire of the public, begged as a boon that four thousand of these convicts should be sent annually to this island, two-thirds of whose population already consist of the same class. It is difficult to destroy a colony instinct with life, but it is possible; and if this had been the avowed design of our rulers, they could not have selected a more effectual means to accomplish their purpose than that which they have adopted. They have defiled the land with an inundation of reeking criminality, sufficient to corrupt and destroy every vestige of virtue and civilization."

What a picture! Are we ready to assume the position, as a nation, of social equality with such a neighbor? On page 307 the work says:—

WAYS AND MEANS.

How is the capital to be supplied for this gigantic undertaking? This comes under the head of the excusable case mentioned in an after part of this work, where a nation may borrow; since it is to *preserve Canada*, a part of our British possessions. But when, at the same time, it is to redeem England by an almost immediate return, we think, even should private speculation refuse its aid (which we hardly anticipate, even although it generally requires rather a bubble than a reality to cause the money to be forthcoming from John Bull), that the Government would be justified in contracting a loan for £14,000,000. This is the sum, which we have calculated would be necessary to commence, carry through, and complete this work, from the expense of the present printing of this little work of the mind, to the opening,—amid the salvoes of a thousand cannon at once reverberating amid the passes of the Rocky Mountains, and booming over the mighty expanse of the western lakes and prairies—of the Grand Junction Railway Line of the Atlantic and Pacific.

Let us remember, that this is the scheme of a practical man for mortgaging the poor rates to apply to combined emigration on a large scale to a fertile country, and thus without the great results we aim at, merely to relieve this country from pauperism: itself a great and mighty result, but in comparison to all we would develop—nothing! For the concentration and vigor imparted by the railroad to the new country, which will be thus civilized, and to the Canadas now tottering from our

away, would be only equalled by the amazing power of expansion added to the inhabited territory. Whilst we would reserve all this to the Imperial Crown of Great Britain, create trade as well as agriculture, and open a field to all the chaotic mass of intellect and intelligence struggling within its narrow limits here; we should at the same time check the rapidly increasing power of the United States by a fair equal growth of prosperity, and prevent this country from sinking, owing to the mistakes and follies of latter generations, which have entailed so much misery woven in with her greatness, into a decayed and fourth-rate nation.

To sum up these observations briefly. A transference by the parishes to Government for three years of the £6,000,000, yearly paid in poor's-rate in England and Wales, would not only give employment to the *able-bodied* poor and the convicts, but would be more than sufficient to complete the road, and annihilate the poor's rate, except for the support of the "aged, the halt, and the blind."

What a scheme! British prisons and Poor-houses empty, and America the recipient of the precious boon! We should pray for Gabriel's trumpet to blow, and let the final judgment come, as it would be far preferable to the pandemonium to be established "across the border." Happy England! Merry England! No poor, no thieves, no culprits,—with prisons and poor-houses turned into barracks, and no poor-rates except to support the "aged, the halt, and the blind."

But, to conclude—let us next see what is to be the advantages to England in return for this outlay—this loan of its poor-rates.

THE RESULT.

By such an immediate return, as would be made in point of harvest, after one season had elapsed, necessary to clear the land, it is evident that the great organized body, we have passed in review before the reader, of pioneers and guards, free laborers, paupers and convicts, would in a very short period *maintain itself*, and so relieve the Government of England from a vast responsibility of support and aid, and quickly proceed to return the expense of the original outfit. We have shown the fallacy of minor schemes in the shape of colonization as well as demonstrated that we differ from all of them in *one grand fact*, viz.: that they are without return to the Mother Country; whilst our undertaking promises salvation to all. In a few years, what a superfluous harvest of grain, all our own, may be shipped here in return for the produce of the parent state! This would be indeed a triumph of Free Trade. It would be on the principle of internal commerce, always to be preferred to external: in proportion as the former possesses a much greater power of increase to the prosperity of a country than the latter. For we would have England and Canada *one country*.

What a strange picture! A mighty nation deserted by its people—the abandonment of a noble vessel sinking without aid! A country bleeding at all pores! A wounded whale exhausted by its own strength, preyed on by all kinds! Such are the ideas presented to our mind by our present schemes of *Emigration*, with reference to the state of Great Britain.

How different our plans! In their development, how grand the return! A country of infinite resource Anglicised! Room and em-

ployment offered gratuitously to our distressed millions; but without losing one valuable member to the British community; whilst those whom distress has paralyzed or depraved, may be restored or amended. A scheme that outvies the growing magnificence of our rivals! No "black rainbow" of misnamed hope to beguile the wretched wanderer from home: no broken tie: no loss of the proud distinction of birth: no renegade desertion; but the feeling that while England is wisely abandoned, she is lovingly cherished afar: her institutions preserved: her memory honored: her present existence revered and respected: amalgamated with a clime only distant by mileage, and brought near by science to our hearths and homesteads.

"Britain Redeemed!" who can doubt it—but "*Canada Preserved*"—"Good Lord! deliver us!"

IRON MOUNTAIN RAILWAY.—The people of St. Louis and of Southeast Missouri will be gratified to learn that the extension of the Iron Mountain Railroad to Belmont is now located on the shortest practicable line and placed under contract. The route determined upon diverges from the present road at or near Dent's Station, a few miles this side of Pilot Knob, and thence pursues the straightest possible line 114 miles to Belmont, a short distance below Cairo on the Mississippi river. The road has been let in four sections. Contracts for ties for the entire line have been let to parties living along the route. The grading and tressel work of the lower end, say 50 miles, will be completed and ready for the iron by the first of January next. The remainder under contract will be completed within eighteen months from the date of contracts, the 1st of November. The county of Bollinger, through which the line passes, voted to give to the road 34,000 acres of swamp lands. Many of those lands are known to be valuable, and the whole is easily reclaimed and adapted to agricultural purposes.

We learn that the contracts let amount to \$1,400,000, and that they will be pushed with vigor. Advances received show that four ships have arrived in New Orleans with iron for the road, and that it will be here as fast as required. The line of road will embrace 3,800 feet of bridging. The rails to be used will be adapted with the "fish" or continuous joint, thus securing easy motion to the cars and avoiding the inevitable racket and jolting of the old fashioned joint.

The completion of the Iron Mountain Road, which seems now to be well assured at an early period, gives to St. Louis a railroad connection with New Orleans with a break only at Belmont, where the river is to be crossed. The North Missouri Railroad and the Iowa Central will both be finished within twelve or eighteen months. Then, when those roads and the Iron Mountain are completed, there will be a continuous line of railroad from St. Paul to New Orleans, running through St. Louis, on the shortest possible railroad route. St. Louis merchants will view such railroad facilities as intimately related to the growth and prosperity of St. Louis, and will be disposed to promote them. If our capitalists and landholders would do the same the city would soon feel the impulse of renewed life.—*Missouri Republican*.

Experiments in smelting iron by the use of peat are being made in the shops of the Pacific Railroad at Minneapolis.

Internal Water Courses and Mountain Railroads.

One of the great, the incalculable advantages of the Pacific Railroads is not merely that of connecting the two oceans (for they are connected by a long voyage), not merely that of crossing the continent, or making an avenue for population; but the great advantage is that of crossing mountain ranges, where *no water courses go*, and crossing them so as to intersect those water courses, and thus furnish commercial communication with this great continent. This will not be apparent to the public mind, till the Pacific Railroads are completed. Then, as we showed in our last number, the *lateral* branches and water courses, North and South, will afford new avenues of commerce, *all tending directly* to the great trunk line. Let us look a little at the effect of this; let us, beginning with the coast line of the United States, both interior and exterior, which must necessarily connect with the railroad system.

1. Coast survey has established this very nearly, although continual discoveries are made in the West of navigable streams, and some of the most interesting questions we have, relate to the navigation of the great central and western rivers. In order to understand this, we will take the whole coast line of the country as ascertained by the coast survey, viz:

	Miles.
Shore line of the Pacific coast.....	3,251
Shore line of the Mississippi.....	4,000
Shore line of the Missouri.....	3,000
Shore line of the Yellow Stone.....	2,500
Shore line of the Arkansas.....	2,000
Shore line of the Columbia.....	1,000
Shore line of the Colorado.....	1,000
Total.....	16,751

This excludes all East of the Mississippi, but it is double the actual length of the streams, because both sides are coast and both sides will be settled in towns and cities as we see on the Ohio. The total length of navigation on these streams, exclusive of several navigable branches, is about 8,000 miles. Now, let the reader look on the Ohio, which is 900 miles in length, and consult its coast, and what a navigation it gives rise to, and he will see at once what these 8,000 miles of coast will in a short time do for internal commerce. The coast of the Missouri, Yellow Stone, Arkansas, Colorado, and Columbia must, with all the towns and cities hereafter to arise upon them, give their whole commerce with either the Atlantic or the Pacific, to the Pacific Railroads. Every steamboat on those rivers will contribute to that commerce, and every town will try to reach the great trunk line. With regard to those rivers which flow into the Mississippi, we know their extent and what may be expected from them; but the Colorado of the West is in a great degree a mystery. It may turn out to be of vast importance, but we don't know, as yet,

exactly what it is, as it flows through the *terra incognita* of New Mexico and Utah. One of the problems connected with the Pacific Railroad through New Mexico is that of the navigation of the Colorado. The following account of the navigation of the Colorado gives the fullest information we have:

The Colorado rises in Oregon, in the Rocky Mountains, where it is known as Green river, in Lat. 49½° North. There its tributaries interlock with those of the Missouri. Near the South Pass, at an elevation of 7,489 feet, it receives Big Sandy Creek, one of the mountain tributaries. From this point its general course is South-west, receiving Grand River, San Juan, Virgin, Gila and other streams, till it finally debouches into the Gulf of California. It is more than a thousand miles in length. At 490 miles from its mouth, it enters the Black Canon, a defile in the mountains through which the river has forced its way for 25 miles. In 1858, a steamboat under the command of Lieut. Ives, ascended the stream, and passing a portion of the canon, reached the head of navigation at the mouth of Virgin river. This was no doubt an imperfect examination, but it was enough to determine the fact, that the Colorado is navigable to the mouth of Virgin river, near 500 miles from its mouth. Assuming this as a fact, the Pacific Railroad (Eastern Division), Smoky Hill route, would reach *navigable water* several hundred miles nearer than the Union, and actually save *one-third the whole land route*. It will have another advantage in being so much nearer the Isthmus and South America, with which there is constantly an immense trade.

Looking to the same principle of crossing the water courses, we shall find the Northern Pacific (which ought to have been begun before this), commencing at the great centre of the Northern Lakes—the Straits of Mackinaw—passing through the peninsula of Michigan, touching on Lake Superior, crossing Red River of the North, touching the Yellow Stone, and crossing North Fork of the Columbia, it will reach Puget's Sound at the point most convenient to the trade of the North Pacific. We say nothing of the merits of these great roads in crossing the continent. We speak of them here merely in the light of *avenues*, which by crossing nearly all the streams of the interior, thus enable the *vallies of those streams* to communicate easiest and best, with the great markets of the country. The advantage of this, in creating business for the roads is almost inconceivable. Every one sees, even in the fertile districts of the Ohio, that it is in *vallies* of streams, that nearly all the surplus produce of the country is raised. We see another thing, that these *vallies* seek an outlet, wherever it is possible, in their own direction. They make no great roads over the adjoining ridges, if it can be avoided. Hence, when a great transverse line, like these Pacific Roads is made to

them, the whole vallies will make their roads to it, and thus the trunk lines of the Pacific Roads must, independent of the cross-the-continent business, be immensely profitable. Supposing the Roads to be, as they will be, considerably above the average cost of other roads, yet, the interior business must also be vastly greater. At first, the business of the Union Pacific will be much the greatest, owing to the Valley of the Platte, which is filling up so rapidly with settlements. But, in our opinion, when the roads are all completed, the Kansas or Smoky Hill route will be run much the cheapest, and therefore be the most profitable. There will be no snow to make serious impediments on the New Mexico route, and if it be as we suppose, much shorter and cheaper made, it will follow, of course, that with any thing like an equal proportion of business, it will be more profitable. New Mexico has now 100,000 inhabitants. Kansas will soon have half a million, and the making of the road will turn the stream of population in that direction. We have reason to believe that the quantity of gold and silver is nearly the same in all parts of the mountains, from South America to the Arctic. Hence, when the road strikes the mountains, the temptation to mine there will be as great as they have been in California and Nevada. Indeed, we hear that the gold mines are rich in the Valley of the Gila.

At a convention of railway officers held at Lynchburg on the 10th of December, several reforms were adopted looking to the interests of the shareholders. Mr. Tate, President of the Memphis and Charleston road, stated:

That the passenger agent at New York informed him that the Northern roads, and especially the Pennsylvania Central Railroad, were paying commissions over their counter to passengers as they purchased their tickets, and that the passenger agent at New York asks for authority to do the same. Mr. Tate proposed to meet this question at once by discontinuing the commission on tickets altogether sold over this line, and reduce the prices on tickets by this line to points reached by competing lines, so as to give the passengers the full benefit of the commissions now paid to outside agents, and, if necessary, to reduce passenger rates to such competing points to extremely low figures, and keep them there until Northern lines agree to stop this pernicious practice of paying commissions. Mr. Tate offered the following, which was adopted:

Resolved, That this Convention of Railroads are unalterably opposed to paying commissions to any outside agents for the sale of tickets, and we hereby pledge ourselves to each other to have the same abated; that we believe the true policy to be adopted to effect that object is to reduce the prices on tickets to a point that will give the *public* the advantages of such commissions as other lines may at any time be paying to outside agents.

The Atchison Pacific Railroad is already graded over one hundred miles, and ironed seven miles beyond Frankfort.

Railroad Casualties—their Prevention.

MESSRS. EDITORS:—Shortly before day on the twentieth day of November, 1867, a passenger train approaching Cincinnati from the west having been detained by a breakage on a freight train in front of it, was run into by the locomotive of a closely following train. The engineer of the approaching train was of course on the alert, and did all in his power, by reversing the engine, and whistling "down brakes" to mitigate the inevitable crash; but the brakemen were badly distributed and inattentive, and he was powerless. The rear car a "sleeping" one receiving the brunt of the shock was driven, a shapeless wreck, on to the one in front of it, and took fire, it is supposed, from a kerosene lamp on the intruding locomotive, but the fire, if not originated, must have been greatly aggravated, by the scattered contents of the still burning lamps on the doomed car itself, to say nothing of the stove. Its five passengers (four women and one man) hopelessly imprisoned in the wreck, and appealing vainly for help were burned to death.

On the afternoon of the eighteenth of December, 1867, a similar catastrophe, but of far more appalling dimensions resulted from an "accident" on the Lake Shore Railroad to a train that was being whisked around a sharply curved and lofty trestle-work at a rate stated variously at from twenty to thirty miles an hour. The two rearmost cars became detached and were precipitated one on to the slope and the other into the bottom of the ravine. The first, though twice ignited, was extinguished by the passengers. The other car was a hopeless wreck, crowded with a crushed and mangled jumble of human beings, of whom all not killed outright were roasted to death.

That such casualties are often greatly aggravated by the presence of burning and highly inflammable substances, and by the frail and combustible materials employed in the construction of the cars and fixtures, none can deny; and the community should require of those to whom they entrust their lives a fair test of the following, or other preventives.

The use of wrought iron exclusively both for the framework of the cars, and their internal fixtures.

The lighting wholly by gas as now practised in some cases, and the warming wholly by a circuit of hot water pipes either from a special boiler or from the locomotive.

The above pipes or the water space of the tender made capable of being put under pressure from the boiler, and provided with hose for extinguishing fires.

The brakes of the entire train made subject to the instant control of the engineer.

A system of guard rails and clutches at the more dangerous points.

Double and even quadruple tracks for the more crowded thoroughfares.

A national enactment enforcing the proper safeguards and providing for Government inspection and control where necessary.

G. H. KNIGHT.

CINCINNATI, Dec. 25, 1867.

New York Central Railroad.

The *Railroad Journal* furnishes the following abstract of the report of this company for the fiscal year ending September 30, 1867:

EARNINGS AND RECEIPTS.

From through passengers.....	\$1,180,765	35
“ way “	2,851,258	04
“ through freight.....	5,298,620	63
“ way “	3,605,129	79
“ mail transportation.....	95,970	00
“ express.....	248,000	00
“ rents, storage, etc.....	639,950	19
Total.....	\$13,979,514	00

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, viz:

For passenger business.....	\$3,783,490	68
For freight business.....	6,870,201	71
	\$10,653,692	39

For interest, including interest on Debt Certificates held for the Sink'g Fund.....	\$943,880	66
For Sinking Funds	111,182	38
For rent of Niagara Bridge and Canandaigua Railroad.....	60,000	00
For rent of Saratoga & Hudson River R. R.....	55,666	66
For U. S. Tax on passenger ear'gs	100,353	88
	1,271,083	58

For dividends, viz:

No. 27, Feb., '67, 3 per cent.....	\$796,110	00
No. 28, Aug., 1867 3 per cent.....	856,110	00
U. S. tax on same.....	82,611	00
	1,734,831	00

The transportation expenses were 76.20 per cent. of the gross earnings.

The net earnings for the year were \$2,054,738 03, equal to 7.07 per cent. (and U. S. tax thereon) on the amount of capital stock of the company.

The following is a statement in detail of the cost of operating the road, and maintenance of roadway and machinery:

MAINTAINING ROADWAY AND REAL ESTATE.

Repairs of road bed & railway, excepting cost of iron.....	\$1,514,148	59
Cost of iron (including the cost of chairs and spikes) used in repairs.....	1,113,881	52
Repairs of buildings.....	466,697	09
Repairs of fences and gates.....	27,772	08
Taxes on real estate.....	432,131	91
Repairs of Mohawk turnpike.....	3,511	85
	\$3,558,143	04

REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$1,078,579	56
Repairs of passenger and baggage cars.....	508,252	19
Repairs of freight cars.....	923,824	02
Repairs of tools and machinery	127,387	10
Incidental expenses.....	90,925	71
	\$2,728,968	58

OPERATING THE ROAD.

Office expenses, stationery, etc..	\$40,472	89
Agents and clerks.....	346,147	56
Loading and unloading freight..	431,471	61
Porters, watchmen, etc.....	317,124	78
Wood and water station attendance	90,192	44
Conductors, brakemen, etc.....	305,272	86
Enginemen and firemen.....	491,333	21
Fuel, cost of preparing for use..	1,609,171	25
Oil and waste.....	226,980	68
Loss and damage of goods, etc.	69,733	16
Damages for injuries to persons	152,665	02
Damages to property, including damages by fire and cattle killed on the road.....	8,800	21
General superintendence.....	81,973	76
Contingencies.....	195,241	35
	\$4,366,580	17

COST OF ROAD AND EQUIPMENT.

	By last report.	To present time.
Graduation & masonry.....	\$6,777,107	\$6,777,107
Bridges.....	808,068	808,068
Superstructure, including iron.....	10,641,003	1,486,531
Passenger and freight stations, buildings, etc.....	1,411,521	10,641,003
Engine and car houses, machine shops, machinery and fixtures.....	1,310,280	1,324,280
Land, land damages and fences.....	4,852,105	4,910,099
Locomotives & fixtures, and snow plows	2,864,966	3,020,966
Passenger and baggage cars.....	923,128	923,128
Freight and other cars	2,733,283	2,890,783
Engineering & agencies	603,529	603,529
Construction account of the Rochester and Lake Ontario Railroad Company.....	150,000	150,000
Construction account of the Buffalo and Niagara Falls Railroad Company	658,921	658,921
Construction account of the Lewiston R. R. Company.....	400,000	400,000
Construction account of the Saratoga and Hudson River R. R. Company.....		2,000,000
Total.....	\$34,133,911	\$36,594,405

The following is a comparative statement of funded debt and capital stock on the 30th September, 1866 and 1867:

	1866.	1867.
Debt certificates, less am't sinking fund....	\$6,450,439	\$6,189,955
Debts of the former companies outstanding	100,000	.....
Bonds for funding the debts of the former companies	1,398,000	1,514,080
Bonds for R. R. stocks	606,000	594,000
Bonds for real estate....	165,000	165,000
Bonds to Buffalo and Niagara Falls R. R. Company.....	77,000	77,000
Bonds and mortgages..	185,365	176,865
Convertible bonds, payable in 1876.....	2,189,000	453,000
Bonds payable in 1887 (to renew bonds due in 1864)	2,925,000	2,900,000
Total am't of funded debt.....	\$14,095,804	\$12,069,820

Capital stock..... 24,801,000 28,537,000

Total.....\$38,896,804 \$40,606,820

INCOME ACCOUNT.—For the year ending September 30th, 1867.

To expenses of maintaining & operating road.....	\$10,653,692	39
Coupons and interest.....	943,880	66
Divid'd No. 27, Feb., 1867, 3 per cent.....	\$796,110	
Divid'd No. 28, Aug., 1867, 3 per cent.....	856,110	
U. S. tax on same.....	82,611	
	1,734,831	00
Future income: am't of one year's contribution to debt certificate sinking fund, transferred to current income account.....		111,182 38
Rent of the Niagara Bridge & Canandaigua Railroad.....	60,000	00
Rent of Saratoga and Hudson River Railroad.....	55,666	66
U. S. tax on earnings.....	100,353	88
Balance, Sept. 30, 1867.....	4,727,835	73

\$18,387,442 70

By balance, Sept. 30, 1866.....	\$4,407,928	70
Passenger rec'ts.....	\$4,032,023	39
Freight “	9,151,750	42
Mail “	95,790	00
Miscellaneous “	699,950	19
	13,979,514	00

\$18,387,442 70

The following is a statement of earnings from passengers, freight and all other sources, for the years ending September 30th, from 1853, to 1867, both inclusive:

	Passengers.	Freight.	Other Sources.	Total.
1853.	\$2,829,669	\$1,535,572	\$122,279	\$4,487,520
1854.	3,151,514	2,479,821	287,100	5,918,335
1855.	3,242,229	3,189,603	131,749	6,563,581
1856.	3,217,378	5,328,041	171,929	7,707,348
1857.	3,147,637	4,539,276	320,338	8,007,251
1858.	2,532,647	3,700,270	295,495	6,528,413
1859.	2,566,370	3,337,148	297,311	6,300,849
1860.	2,669,265	4,095,934	292,042	6,957,241
1861.	2,315,933	4,664,449	327,660	7,309,042
1862.	2,349,724	6,607,331	359,773	9,356,828
1863.	2,910,311	7,498,009	468,781	10,897,631
1864.	3,923,152	8,543,371	531,367	12,997,890
1865.	4,521,454	8,776,027	678,043	13,975,524
1866.	4,360,249	9,671,920	564,617	14,596,786
1867.	4,032,023	9,151,751	795,400	13,879,174
	\$44,889,916	80,603,450	5,522,867	131,016,233

ADDITIONAL STATEMENTS.

The items charged to Construction account during the year (beside the cost of the “Saratoga and Hudson River Railroad,” as mentioned below) have been:

Land, principally at Rochester...	\$57,994	17
13 locomotive engines and 315 cars added to equipment.....	313,500	00
Additions to buildings.....	89,000	00

Total.....\$460,494 17

Under the authority of an act of the Legislature of this State (chapter 254, of the Laws of 1867), this company took, within the year, a surrender or transfer of the capital stock (amounting to \$2,000,000) of the Saratoga and Hudson River Railroad Company (whose road, from its junction with this company's road, about 3½ miles east of Schenectady, to Athens on the Hudson River, a distance of about 37½ miles, was held under lease, and operated by this company, as stated in its last annual report) and issued in exchange therefor the like additional amount of its own capital stock, at par—which is represented by an addition of the same amount to cost of road and equipment.

The amount charged to transportation expenses includes this company's contribution towards laying a third rail on the Great Western Railway of Canada, so as to make a narrow gauge; the cost of substituting several iron bridges for wooden (the principal one being that over the Owaseo outlet, at Auburn, a structure of 140 feet in length); the completion of stone culverts and embankments, in place of wooden bridges over Allen's and Irondequoit creeks, on the direct line between Syracuse and Rochester, and the expense of the general repairs attending the traffic of the year. The amounts charged to the accounts of injuries to persons, and loss and damage to goods and baggage, include \$129,473 74 for claims growing out of the business of previous years and not before adjusted.

The connecting of some long sidings has brought into operation, since the close of the fiscal year, and before the issuing of this report, 4.21 miles of additional second track between Churchville and Chili—from which last named place to Rochester (a distance of 10.30 miles) is all the single track now on the main line between Albany and Buffalo.

The length of iron bridging now upon the line, reduced to single track, is 6,614½ feet.

The renewals of iron rails, during the year, amounted to 20,952 tons, equal to 220.57 miles of single track. The number of ties renewed during the same period was 402,687.

The capital stock has been increased during the year \$3,726,000, by the conversion of \$1,736,000 of 7 per cent. bonds due in 1876, and the issue of \$2,000,000 in exchange for the capital stock of the Saratoga and Hudson River R. R. Co. The funded debt has decreased during the same time \$1,025,984 16—making the increase in capital stock and funded debt, \$1,710,015 84.

Compared with the previous year the gross earnings show a decrease of \$617,271 68; with a decrease in expenses, exclusive of interest and sinking funds, of \$625,960 31—making the decrease in net earnings, \$91,311 37. The decrease of fuel and supplies on hand is \$433,172 20.

The company have 289 locomotives, 205 first class passenger cars, 91 second class and emigrant cars, 90 baggage, mail and express cars, 5,180 freight cars, and 350 cars for gravel and other service.

Miles run by passenger trains, 2,170,731; by freight trains, 3,800,925; by other trains, 429,764—total, 6,401,420, a decrease as compared with the previous year, of 205,841. Aggregate miles run by passenger cars, in passenger trains, 8,888,817; do., by baggage, mail and express cars, 2,080,678—total, 10,969,495, a decrease of 1,485,757.

Number of passengers carried eastward, 1,869,148, of which 91,941 were through, and 1,777,207 way. Do., carried westward, 1,749,494, of which 99,920 were through, and 1,649,574 way. Aggregate both ways, 3,618,642, of which 191,861 were through, and 3,426,781 way. Total miles traveled by passengers, 198,985,143. This shows a decrease in passengers of 96,092, and the mileage of do., 13,965,636.

Tons of freight carried eastward, 1,138,269, of which 578,282 were through, and 559,987 way. Do., carried westward, 529,657, of which 255,119 were through, and 274,538 way. Aggregate both ways, 1,667,926, of which 833,401 were through, and 834,525 way. Total number of tons carried one mile, 362,180,606. This shows an increase in tonnage of 65,729, and in the mileage of do., 31,105,059.

Length of main line from Albany to Buffalo; 297.75 miles; length of side or parallel and branch lines 296—total length of main, side and branch lines owned by the company, 593.75; length of second track, on main line and branches, 285.24; length of sidings turn-outs and switches, 167.33—total length of equivalent single track, 1,046 32 miles.

Length of Niagara Bridge and Canandaigua railroad (leased) 98.46 miles; sidings, turn-outs and switches, 3.65—total length of equivalent single track 102.11.

Total length of equivalent single track on lines owned and lines leased, 1,148.43.

BALANCE SHEET.

From General Ledger, September 30th, 1867.

Railroad and equipment.....\$36,594,405 52

Cash in banks.....\$290,179 05

Passenger & freight agents, balances, since remitted... 382,328 26

672,507 31

Buffalo & Erie R. Co. stock.....\$542,300 00

Troy Union R. R. Co. stock..... 82,250 00

Hudson River Bridge Co. stock and bonds..... 553,300 00

Lake propeller st'k 229,477 68

Bonds of Erie and Pittsburg R. R. Company..... 73,350 00

1,480,977 68

Future income: Proportion of debt certificates, &c., chargeable to the income of the company, pursuant to the consolidation agreement, from September 30, 1867, to May 1, 1883..... 6,266,954 58

Fuel and supplies; surplus beyond \$1,000,000.....

Bills receivable.....\$192,466 75

Gen'l P.O. depart. 23,947 50

Real estate (Buffalo and N. F. R. Co.)..... 32,500 00

248,914 25

Capital stock.....\$28,537,000 00

Debt certificates.....\$6,189,954 58

Bonds for R. R. stock..... 594,000 00

Bonds for real estate..... 165,000 00

Bonds for funding debts of old company's 1,514,000 00

Bonds to Buffalo and Niagara Falls R. R. Co. 77,000 00

Bonds conv'tble due 1876..... 453,000 00

Bonds and mortgages..... 176,865 60

Bonds due 1887.. 2,900,000 00

12,069,820 18

Uncl'd divid's... \$4,530 20

Expenses of operating the r'd paid in Oct.... 278,788 73

Coupons and interest accrued to Sept. 30.... 346,142 50

U. S. tax acc't... 59,418 10

688,879 53

Income account: balance September 30, 1867..... 4,727,835 23

\$46,023,535 44

MONETARY AND COMMERCIAL.

The past week has not developed any remarkable change in the condition of monetary affairs. The commencement of the holiday season has had the usual influence on the retail trade, and there has been an apparent bustle and stir on the street whenever the weather admitted of out-door locomotion. General business has also received a slight impetus from the rise in the river, enabling merchants to ship goods to points heretofore inaccessible. Collections are a shade better and hence the supply of currency is abundant, and the market for loans a trifle easier. No decided difference, however, can be expected until after the middle of January, when, if the action of Congress shall be liberal, and confidence in the future financial policy of the government be created, the industry of the country may reasonably be expected to revive. Rates of discount are without change, 10@12 per cent to depositors, and for outside transactions 15@18 per cent is charged.

Exchange is active, the supply being not equal to the demand; this, however, is at the present day without universal currency easily remedied by the shipment of greenbacks. The quotations are:

	Buying.	Selling.
New York.....	par	50c prem
Philadelphia.....	par	50c prem
Boston.....	par	50c prem
Gold.....	133¾	134¼
Silver.....	124@125	125@125

The New York Gold Market has not been excited during the week, and prices have ruled steady. The following are the daily fluctuations:

	Opening.	Highest.	Lowest.	Closing.
Dec. 19.....	136¾	134	133¾	134
" 20.....	134	134	133¾	134
" 21.....	133¾	133¾	133¾	133¾
" 22.....	133¾	133¾	133¾	133¾
" 23.....	133¾	133¾	133¾	133¾
" 24.....	133¾	133¾	133¾	133¾

The New York Tribune of Wednesday says of the market:

"Money, as usual on the recurrence of a holiday, was more active, but borrowers are supplied readily at 6 per cent, with loans at 5@9 per cent. In commercial bills no change. The Quarterly Bank Statement has no influence on the money market, and the activity usually shown in money at the close of the year is wholly wanting. The public has come to the conclusion that congress will stop contraction, and beyond that care very little.

Government stocks are steady, with a moderate business. In State stocks and railway mortgages little was done. Express stocks were steady. Pacific Mail was largely sold, and at one time brought 112, with a good deal of buying. Upon a statement that the Atlantic Mail stock had been sold, together with 20,000 shares additional, and that the last amount was still uncovered, Atlantic mail sold at 119½. Erie was active. Reading sold at 96½. All the Western shares were steady, and in fair demand. After the call, prices were firm, and the demand quite active. The street was deserted at an early hour, prices closing firm as follows: Tennessee 6s ex-coupon, 63½@66; Tennessee 6s, new, 62½@62½; Missouri 6s, 97½@97½; Canton, 49½@50½;

Cumberland 27@28; Western Union, 35½@36; Quicksilver, 20½@20½; Mariposa, 7½@7½; Mariposa Preferred, 12½@14; Pacific Mail, 110½@111; Atlantic Mail, 119½@119½; Boston Water Power, 18½@19½; Adams, 79½@80; Wells & Fargo, 45½@45½; American, 77½@79; United States, 80½@80½; Merchants Union, 39½@40; New York Central, 117½@117½; Erie, 72½@72½; Erie Preferred, 73½@73½; Hudson, 131½@132; Reading, 96½@95½; Michigan Central, 112½@113; Michigan Southern, 85@85½; Illinois Central, 129½@130; Cleveland and Pittsburgh, 87½@87½; North-Western, 58@58½; North-Western Preferred, 70½@70½; Cleveland and Toledo, 98½@99; Rock Island, 99½@99½; St. Paul, 47@47½; St. Paul Preferred, 64½@65½; Fort Wayne, 99½@99½.

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BALTIMORE,

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HAVE THE PRIVILEGE OF GOING TO

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Fare to Washington City same as to Baltimore.

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Dec. '67.

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Silver Lead Lands,

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SUSPENSION COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2½ inches in width, and under. For Tickets over 2½ inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,

Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

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HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing

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CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

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Blank Books,

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

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MANUFACTURERS, EXPRESS COMPANIES,
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BINDING OF ALL KINDS NEATLY EXECUTED.

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J. M. RIDENOUR, Pres't, C. & I. J. R. R. College Cor., Ind.
J. M. LUNT, Sup't, C. & I. C. R. R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C. H. & D. R. R., Cincinnati,
J. H. WELLER, Ass't Sup't, D. & M. R. R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G. W. R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C. & I. J. R. R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., Indianapolis
Aug. 2, 1866.]

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IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

a locomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops, Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

For Circulars and other information, address,

STEAM SYPHON COMPANY,

48 Dey Street,
New York.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

THROUGH —FROM— CINCINNATI TO NEW YORK WITHOUT CHANGE OF COACHES!

—VIA—

Atlantic & Great Western R'y.



PASSENGERS leaving CINCINNATI by the A. & G. W. Railway, on Saturday Morning, by the 6:00 a.m. Lightning Express, go

THROUGH TO NEW YORK

Without Detention arriving in New York 3:15 p.m. next day, Sunday.

2 Through Lightning Express Trains for New York, Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave Cincinnati.....	6.00am.....	7.00pm
" Dayton.....	8.20 ".....	9.15 "
Arrive West Salem.....	1.40pm.....	4.03am
" Leavittsburg.....	4.40 ".....	7.30 "
" Meadville.....	7.05 ".....	10.15 "
" Susquehanna.....	7.80am.....	10.38pm
" Paterson.....	2.33pm.....	6.17am
" New York.....	3.15 ".....	7.00 "
" Boston.....	6.00am.....	5.00pm

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for all Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

W. B. SHATTUC, Gen'l Ticket Agt. L. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers front 7 a. m. by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12:15 p. m.

9:00 a. m.—MORNING EXPRESS, for the West, this train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:52 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:30 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:30 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

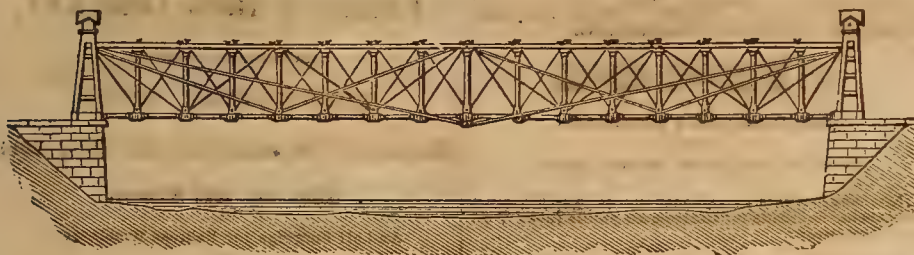
Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.
F. B. LORD, Gen'l Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN.

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and finish of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

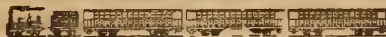
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor Fourth and Main Sts

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAIL ROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points with the greatest promptitude and dispatch

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent.
myll Pittsburg, Pa.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

Productive Wells all

around them.

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

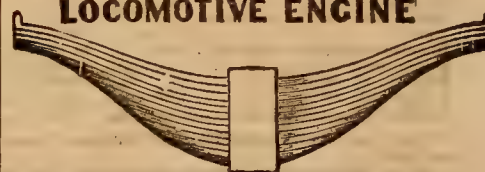
FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for the celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and a rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wcs. Ag't, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run CINCINNATI Time.

For all information and through tickets, please apply at the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

O. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

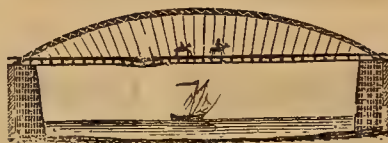
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods,

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 40 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—¼ to 24 inches in diameter, and branches for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

But Milwaukee is, at length to have public water-works at a cost of about one million of dollars. Over sixty miles of main will be required to supply the city.

"What will you take?"

Is a question, that, it is needless to say, at the present moment sounds in the ears of a Cincinnati either as a mockery of his misery, or an invitation to imbibe something other than PURE WATER. Indeed, the chances are decidedly in favor of Lager or Whisky; it being entirely beyond the reach of human possibilities that water making any pretensions whatever to *purify* can be procured from the source from which the city of Cincinnati now obtains its supply. Is it necessary that we should enter into an argument, or furnish a chemical analysis to prove the impurity of what should be the staple beverage of our citizens? We will let the disordered stomachs and deranged bowels of all who are forced to "gulph" down the disgusting semi fluid emitted by the water pipes, answer! "It is enough"—it is true it might be thicker—and if the entire sewerage of the city was collected in a pond the color might be a little different; but, all, with Mercutio, will exclaim, "it is enough!" This is the high-water stage of the Ohio—last summer we had the low. Citizens, of course, have the showman's privilege "you pays your money, and you takes your choice!" It is now Hobson's—"that or none."

It is about time that this question of water supply should command the most serious attention of Cincinnati—especially all who are interested in her future growth and prosperity. The Cincinnati of to-day is not, or ought not to be the Cincinnati of twenty-five years hence, and in projecting public works for a growing and prosperous city or State, the future as well as the immediate present should be kept fully in view, and the scale of improvement adapted to the known wants and the laws of progress.

OUR PRESENT SUPPLY

Is not only always of the most wretched quality—high-water or low-water—but in cases of great emergency, as is well known to those who are familiar with the subject, is also deficient in quantity. This is an inconvenience that is most felt when most needed, and was sensibly realized on the occasion of the great fire of last week. This last evil, however, will in a measure be remedied by the completion of the improvements now being constructed by the Trustees of the Water Works—the first will remain the same. Are the citizens of Cincinnati prepared to "stomach it" for all time to come, or will they take a more sensible view of their necessities and provide both pure, wholesome water, and an abundance of it. In our previous articles on this subject we clearly indicated the proper source of supply, and to which we have yet to hear the first dissenting voice—the Ohio, above the mouth of the Little Miami—all, we believe, are agreed on this—yet water obtained from that source would at this time be as ob-

jectionable as that now furnished, provided it went direct from the Ohio river into the stomachs of the citizens. Here is where the great remedy is to be provided by the adoption of the plan we proposed in our issue of the 12th of last September, viz: to place the pumping works on the Kentucky shore, because it is adapted to the object to be attained, whereas the Ohio side of the river is not, making use of the high ground and the deep gorges formed in the river bank, which, at a comparatively limited expense, can be made into reservoirs of any capacity desired. Here the water could be stored and purified, and a six months supply kept always on hand, thus avoiding the necessity of even pumping up the abominable filth now daily and hourly dished out.

THE COST

Would not be seriously greater than the improvement now in process of construction, on account of the difference in the cost of land, and we really believe that it would not require more time to complete them than it will be before Cincinnati is supplied from Longworth's Garden of Eden.

The strongest and most reasonable objection that has ever been urged against this plan, is that the water is brought over a portion of the State of Kentucky, and would consequently be subject to Kentucky Legislation. This is an objection never brought against Kentucky's staple beverage—whisky. This is taken "straight" and on its merits, and no questions asked. We would, however, remark that there is no doubt but an acceptable charter can be obtained from the State Legislature of Kentucky, by properly interesting the cities of Newport and Covington in the enterprise, that would remove all such prudish objections. We have yet to learn that this great country is practically and really a unit, and that the old fangled notions of State Sovereignty and State lines must all be obliterated where they conflict with the great necessities of the nation, and the comfort and health of the people.

The receipts of the Western Union Railroad Company for the week ending December 21:

	1867.	1866.	Inc.	Dec.
Freight.....	\$7,783 27	\$5,926 09	\$1,857 18	.....
Passengers	3,246 32	2,226 42	419 90	.....
Express and Tel.	570 00	250 00	320 00	.....
Mail.....	375 00	379 91	.....	4 91
Totals.....	\$11,974 59	\$9,382 42	\$2,592 08	4 91
Total Decrease.....			4 91	
Total Increase.....			2 692 17	

Receipts from January 1, to Dec. 21:

1866.....	\$766,271 64
1867.....	757,547 23
Decrease.....	\$ 28,724 41

A railroad from Des Moines to McGregor is now attracting the attention of business men, and is now being agitated by Milwaukee capitalists, who wish to secure the trade of Central as well as Northern Iowa.

The Smoky Hill and Albuquerque Route for the Pacific Road.

We have already alluded in speaking of the Pacific Road, to the Kansas or Smoky Hill route, as having great advantages in reaching the tide waters of the Pacific, in the shortest distance. We have since seen a gentleman, who has been over all the routes, and compare them together with the advantages of practical observation. He represents the Southern or Santa Fe route; as free from snow, (which is likely to prove a great obstruction on the middle route;) and as of easy grade, passing the ranges of mountains, in valleys rather than passes, reaching the Colorado or the mouth of the Virgin, where it is navigable to the Gulf of California. This account, verified as it is, by the testimony of Aubrey and other travelers and surveyors, make it certain that the Southern Middle route, as it should be called, has great advantages, and must inevitably be made at an early day. In order to understand the matter, we will trace the route, as it is now traced by most intelligent Engineers. The Smoky Hill route is made, as we have stated, 325 miles, and is now running to about the 102d meridian, beyond which it has not at present any Government grant. It is beyond doubt the *duty and interest of the Government to grant further aid, as it has to the Central route, and carry the Santa Fe road through to the Colorado as soon as possible.* This route, as traced by Engineers and travelers, is as follows: proceeding on the Smoky Hill to near 103d meridian, it turns nearly south, till it reaches the Arkansas near Bent's Fort. Thence it goes west of south, till it reaches the Pecos river near the 35th degree of latitude. Thence north of west to the Galisteo Pass of the Rocky Mountains, south of Santa Fe. This is represented as a wide opening, free from snow. Secretary Davis, in speaking of the Pacific Railroads, says:

The Galisteo Pass in the Rocky Mountains, and the passes in the Sierra Madre, being wide openings or valleys, rather than mountain passes, no difficulty need be apprehended from snow, even if it fell to greater depths than those known: over the remainder of the route no difficulty from this cause is to be met with.

From Galisteo it proceeds to Albuquerque on the Mimbres. From thence, it proceeds to Zuni on a branch of the Colorado. Thence, to the mouth of the Virgin on the Colorado. To this point the Colorado is navigable by steamboats. If it was to go no farther, it would here connect with the Pacific waters. Of this route so far, in regard to practicability and cheapness, we have the testimony of two men most competent to know, one a traveler and the other a mountaineer,—Aubrey and Kit Carson. Kit Carson says:

I know but one route across the continent which can be traveled winter and summer, and over a remarkably level country, and that

one must cross the Rio Grande del Norte within fifty or sixty miles of Santa Fe, and from thence as direct as the nature of the country will allow. There is no manner of doubt that the trail from Albuquerque by Zuni, along the headwaters of the streams that run into the Gila, and then crossing the Big river about the Mohave, and so on, is the easiest road that can be found. Any old mountaineer, that knows anything about it, will say that the southern route, through New Mexico, is the best. The South Pass I consider almost impracticable. The snows lie early and late, in both the Rocky and Snowy mountain countries.

For a great portion of the route from the Mississippi, we followed natural channels, where streams flow nearly east and west.

The river Arkansas and the Canadian lead us to the base of the Rocky Mountains. Thence crossing table lands to Rio Pecos, we ascend to the head of the Galisteo, which is followed to Rio del Norte. Descending Rio del Norte to Albuquerque, we cross to the Puerco and join the Rio San Jose, which leads to the Ojo del Oso, near Campbell's Pass, the summit of Sierra Madre. We now reach Rio Puerco of the west, which furnishes a valley to Rio Colorado Chiquito. The latter carries us to Chevalon's fork, where we turn westward, crossing the final spur of Mogoyan mountain, and the headwaters of the Rio San Francisco, to a branch of Rio Santa Maria, (Bill Williams' fork,) which leads to the Colorado. Thence he would propose to ascend to the mouth of the Mojave river, and follow the bed of the stream to the base of Sierra Nevada.

Of the route from Zuni to the Colorado, Lieut. Beale writes:

Leaving Zuni, the point from which the road should properly start, we found the country easy and rolling, and bearing good grass, with water at convenient intervals, until our arrival at the banks of the Little Colorado. This I found a fine stream, the bottom of which is wide and fertile, filled with excellent grass, and the banks of the stream fringed with a heavy growth of cottonwood. The whole region through which it runs is of a character to make it most valuable to the agriculturist and grazier. After following this stream for several days, and fording it with our wagons without difficulty, we left it and pursued our course westward to San Francisco mountain. The country, to the foot of that mountain, (a gradually ascending plain,) although somewhat rocky, in places was covered with the finest gramma grass, with timber sufficient for fuel, and water in abundance.

From this point—twenty miles from the base of the mountain—until we commenced the descent of its western slope, the country is undulating, with frequent extensive level plateaus, well watered with springs, and is by far the most beautiful region I ever remember to have seen in any portion of the world. A vast forest of gigantic pine, intersected frequently by extensive open glades, sprinkled all over with mountain meadows and wide savannas, filled with the richest grasses, were traversed by our party for many successive days.

From the western slope to the country dividing the head of the Bill Williams' fork from the Colorado river, the only change is in the growth of the timber—cedar of the largest size for the most part taking the place of pine—but the character of the soil remains unchanged, and is of the same fertile nature,

bearing in all parts the richest gramma grass.

From the divide of Bill Williams to the Colorado the country assumes a more barren aspect and becomes a desert on the banks of the river, excepting in the bottom lands, for a few miles in width on either side. Arrived at the river, I crossed the wagons and people without difficulty. At the point of our crossing I found it to be about two hundred yards wide, a smooth surface as far as the eye could reach up and down, unobstructed by bars or rocks, flowing at the rate of 3 miles an hour, 19 feet in depth in mid-channel, apparently perfectly navigable for steamers of largest size.

Of the whole route from St. Louis to Zuni, in reference to climate, the Hon. John S. Phelps says in his pamphlet:

A few words here as to the degrees of heat and cold experienced upon this route may be appropriate. St. Louis is sixteen miles south of Washington City, and thirty-three miles south of Cincinnati, and is, therefore, in summer, but little hotter than these cities. From St. Louis, the road, it is true, bears south-west, and therefore steadily and continuously nears the tropics. But as the country steadily rises higher above the level of the sea as the road passes to the south-west, the increase of the heat is by no means equal to the *southing* gained by the advance of the road. So that, although it is not to be denied that the climate is hotter at Albuquerque than at St. Louis, it is yet not so hot at Albuquerque as at Memphis, though both lie on the same parallel of latitude. So, after passing over the mountain which lies directly to the west of Albuquerque, whilst, owing to its greater southern latitude, to aridity of the climate, and to the prevalence of the hot winds from the sandy deserts lying to the south of it, I cheerfully concede that, in both summer and winter, the weather on the route of the road is sensibly warmer than it is at St. Louis; yet, owing to its greater height above the level of the sea, I do not concede that its climate is as hot in summer as that of Memphis; on the contrary, I think it decidedly more uniform and temperate; hotter than St. Louis, less hot than Memphis, less fluctuating than either, and having so far, less of rain and of snow than either.

So of cold. There is no cold on this entire route worthy of consideration; it is coldest at St. Louis and at the crossing of the Sierra Madre, west of Albuquerque. The cold at St. Louis is not worth considering; every man in the nation, who knows anything about it, knows that it is the heat, not the cold, which at St. Louis, Memphis, Vicksburg and New Orleans, is most disliked by railroad men. At Albuquerque, Mr. Otero, the delegate in Congress from New Mexico, tells me—and he resides there—the snow generally melts as it falls, and in his life he never knew it lay on the ground unmelted two days; he has known the ice to form thick enough to allow mules to be driven across the Rio Grande upon the ice, but such occurrences are rare. Snow is rare. But in the passway through the mountains—at "Campbell's Pass," as the "wide opening" through the mountain is called—the cold is greater, and approaches nearer to the climate of St. Louis. The deepest snow ever known along this route, during many years, measured but eight inches in depth.

But, it is not intended nor desirable to arrest the road at the Colorado; because by its continuance, a road shorter and decidedly

better can be made to San Francisco, than even the Central Pacific. From the Colorado, it proceeds westerly, till it crosses the great Spanish trail; thence north-west, by Lake Tulare to San Francisco. This route is said by those who have examined it, to be shorter than the route by St. Louis, through Omaha. We have thus traced out the Smoky Hill and Albuquerque route, and it is evident on the face of the facts, that it is the cheapest and best route to the Pacific, in regard to running; for a road which has the easiest grades and no snow, of consequence must be the easiest and cheapest run. But, this does not cover all the advantages to be derived in a road to the Pacific; and hence, we say, as we have done, that the Union Pacific is central, and must have immense advantages in that respect. So we say now, that a Northern route from Mackinaw, through the Peninsula of Michigan to Puget's Sound is *indispensable, and must be made.*

Allegheny Valley Railroad.

The Pittsburg newspapers announce the completion of the Allegheny Valley Railroad. It connects Oil City and Franklin with Pittsburg, 130 miles. For some years the road has struggled in an unfinished state against the disadvantage of having no northern outlet, until the local business increased to a point that would warrant its completion. The capital of Pittsburg has aided the enterprise of the President, Mr. William Phillips, and the city takes great pride in the result. By this route there is a saving of distance, as the following comparison will show:

FROM FRANKLIN TO NEW YORK.

	Miles.
By Allegheny Valley, Western Pennsylvania, and Pennsylvania Central and Allentown.....	509
By Atlantic and Great Western and Erie.....	545

FROM FRANKLIN TO PHILADELPHIA.

By Allegheny Valley, Western Pennsylvania, and Pennsylvania Central.....	424
By Warren and Franklin, Philadelphia and Erie, and Pennsylvania Central....	449

The engineering department of the road has secured important results in avoiding short curves and a nearly level road, the highest grade being 5½ feet to the mile. The freight business consists of coal, petroleum—crude and refined—iron-ore and manufactured iron, carried both up and down the road; also, lumber and produce. The facilities for carrying oil are equal to 5,000 barrels a day, and from this branch of the transportation handsome results are expected, as most of the large refineries are situated along the line of road, where fuel and crude oil are attainable. The managers of the road estimate the year's gross receipts, after business is fairly commenced, at \$1,500,000. The property is represented by capital stock, \$1,800,000, and mortgage bonds, \$4,000,000, paying interest at 7 3-10.

The Prussian railway engineers have been among the first to lay rails without sleepers, planting them directly on the ballast, and, it is said, with perfect success.

The Northern Pacific Railroad.

[From the New York Tribune of December 21.]

While the Central Pacific and Union Pacific Railroad Companies are pushing on their roads, both from the eastern and western points of departure, with amazing energy and success, the Northern Company has as yet done little more than enlighten the country on the comparative advantages of its route over any other. The reason is plain. The former has a large Government subsidy, a loan of United States credit, while the latter has only a simple land-grant. These roads lie at all points nearly six hundred miles apart, and, for local trade, could never be rivals. If there be any jealousy between them, it is because the Northern road, on account of its shorter distances and easier grades, must eventually be the great highway of international commerce between Europe and Asia, and between Asia and our Atlantic seaboard. But we do not propose to discuss the relative prospects of the roads from any point of view. The vast importance of either to the solid and permanent growth of the Union, to its commercial prosperity and its defensive strength, is beyond any possible estimate. In the midst of the general satisfaction which hails the rapid construction of the one, we simply desire to call attention to the grand resources which the other is likely to command—to the stupendous empire in extent and in natural wealth which it is destined to develop. In the success of the latter enterprise, New York and New England have a deep interest, worthy of their most practical consideration. The commercial supremacy of the city of New York can never, of course, be disturbed; but it may be enhanced; and it seems perfectly evident that, should the trade of Asia and the great North-west be poured into the lakes which wash the northern boundary of the State, whatever is broken in bulk, or distributed to the Atlantic States, will be drawn off to the advantage of this metropolis.

The Company is authorized to build a road from the head of Lake Superior, on a line north of the forty-fifth degree of north latitude, to Puget's Sound, throwing off a branch down the Columbia Valley, to Portland, Oregon, from a point on the main line less than 300 miles from its western terminus. This is not only the shortest route across the continent, connecting lines of water communication, but its termini are nearer, the one to Europe, and the other to Asia, than those of any other. Seattle, at the head of Puget's Sound, is one of the finest and safest harbors on the globe, with a broad and deep channel to the ocean. In the distances to Amoor, Shanghai, Canton, and Calcutta, Seattle has an average advantage of 260 miles. Beside, the prevailing winds of the Pacific compel all sailing vessels to enter the Straits of Fuca; and thus, for them, Seattle has practically an advantage of 700 miles. Seattle is three hundred miles nearer to Chicago by the Northern route than San Francisco by the Central; or, if we compare distances to the commencement of lake navigation, at the heads of Lakes Michigan and Superior respectively, the difference is more than 700 miles in favor of the Northern route.

But is this route between termini so much nearer to each other, and so much better situated with regard to the great commercial points of both hemispheres than those of any other, entirely practicable? We no longer propound the question in doubt, nor attempt

to solve it upon imperfect data. United States surveyors, explorers, travelers, and scientific men, unite, so far as we are able to learn, in declaring it not only practicable, but comparatively easy and desirable. Leaving the shores of Lake Superior, it will pass for 1,010 miles, to the eastern base of the Rocky Mountains, through a fertile and beautiful country, every square mile of which will sustain a dense population, producing wheat, rye, corn, barley, potatoes, and grass, of a superior quality, and in great abundance. Here the mountains are crossed at an elevation 2,500 feet less than on the Central. Even on this mountainous section, there is much fine timber and excellent wheat-lands, while the grades are not more difficult than some of those on the Baltimore and Ohio. Here the mountains are so low that the miners have actually conducted the waters of the Missouri across the divide in little ditches, through the Cascade Range, just east of the Sound, which it was feared might prove a serious obstacle. The recent accurate surveys have developed three passes, either of which is entirely feasible, and the summit of the middle or Soquialmie Pass is but 3,000 feet above the sea. The snows on these uplands, unlike those on the same range a few hundred miles farther south, are never more than two and-a-half feet deep. They do not fall soft and pack hard, but dry and light, presenting no difficulty to the snow-plow. Grand lines of railroad are now in operation in various parts of the world where the snows are heavier and climate far more severe than upon this. From a point on a line with Fort Laramie, to the Pacific, nature has provided the tepid winds of the ocean, and numberless boiling springs, which make the atmosphere milder and warmer than it is eight or ten degrees further south. This road passes through no vast sage-plains or sandy deserts, but through a country everywhere propitious, everywhere inviting to either the grain-producer or the stock-raiser, whose most ungenial portions sustain animals in winter upon grass alone. It is intersected by four great navigable rivers. It abounds in beautiful lakes and streams of pure water, teeming with fish and wild fowl. When we add to the landscape grandeur of these boundless and luxuriant plains, agreeably diversified with water, wood, and hill, the prodigal yield of food for man and beast which is there promised to the settler, it would seem that in no land under the sun can the immigrant find a more charming home.

When this road strikes the Red River of the North in the neighborhood of Fort Abercrombie, it will receive the trade of that stream, which flows north into Lake Winnipeg, a body of water as large as Lake Michigan. Into the same lake falls the Saskatchewan, a magnificent stream which drains the British Territory from the Rocky Mountains to the Great Slave Lake, and giving, with the Red River and the lake itself, a continuous navigation of over two thousand miles in length, whose outlet must be over this road and through Lake Superior. Again, when it reaches the great bend of the Missouri, about four hundred miles from the west end of Lake Superior, a thousand miles of that mighty stream to the north alone, from Fort Benton to the point of crossing, immediately becomes its tributary. In short, were we to state all or half the grand facts which favor the enterprise in hand, the prodigious sum of that which is possible, and may be accomplished, would startle the imagination. Out of the territories of the United States it seeks

to develop, eleven great States will be added to the Union, containing some of the richest mineral districts on the continent. Montana, Idaho, and Dakota give as yet but a bare promise of the future. While politically the British Possessions are the property of another power, commercially they are ours, if we choose to make them so; and this fact is one of stupendous importance, whether we consider their extent, their natural capabilities, or the trade they are destined to maintain. From the British line to the sources of the Mackenzie, stretches a magnificent wheat country a thousand miles in breadth; much of it open prairie, and ready for the plow.

Lake Superior projects into the far North-west several hundred miles further than any other navigable water, and at its head there will be seen a city rivaling any of those which in the ages gone by had enjoyed the commerce of the East before it. West and North-west of it, the mighty area we have described, inexhaustible in its minerals and its agricultural productiveness, will pour its unimagined wealth of exchanges into and through it. With fifty bushels of wheat to the acre, as we find it on the Saskatchewan, what may not be predicted of the point which, by geographical necessity, is to handle the products of a region so vast? Here will be the largest grain elevators ever seen, and that trade which has built so many flourishing cities will build another where nature has made a depot for the most extensive grain-growing country on the globe. In the Bay of Superior, at the mouth of the St. Louis, we have the largest harbor on the Lake, land-locked and perfectly sheltered. It now admits lake-boats of the heaviest tonnage, and to what extent it may be artificially improved we do not know; but an appropriation for this purpose was made by the last Congress. A city, on the point of land formed by the St. Louis and Nemadji, has an elevation of thirty-four feet, and will possess nearly forty miles of water-frontage, where vessels may discharge their freights on all the four sides of a square. The distance to St. Paul, the centre of North-western railways, is only a hundred and thirty-five miles, while from Chicago it is over three hundred and fifty; and when you are at Chicago you are no nearer Europe or the Atlantic ports than when at Superior. Various railroads are projected, or in course of construction, to connect the Upper Mississippi with the head of the lakes, and the work on the St. Paul end of the St. Paul and Superior road is rapidly progressing.

In view of the facts that we are an essentially pioneer people, that we plant and build wherever nature permits, and especially where she invites, and that we are annually re-enforced by an increasing proportion of immigrants from the northern latitudes of Europe peculiarly fitted for the settlement of the North-west, it is fair to presume that this generation will see completed what we have only faintly sketched—the commerce of Asia and Europe passing over a grand highway connecting the Atlantic and Pacific, Lake Superior and Puget's Sound, the head-waters of the Mississippi, the Missouri, and the Columbia, with cities at either terminus, whose importance can only be measured by that of the trade they will control.

It appears probable that Indian steel (wootz) owes its admirable qualities as a material for cutting instruments to the presence of a little aluminium.

Central Pacific Railroad.

NOVEL SCENES—A TRAVELER CROSSING THE NEVADA SUMMITS ON THE CENTRAL PACIFIC R. R.

Our readers know, but only by a casual newspaper paragraph, that the Central Pacific Railroad has already crossed the summit of the great Nevada range; but, they do not know with what remarkable scenes and extraordinary triumphs of engineering that work has been accomplished. Indeed, if we had not the testimony of eye witnesses, we should hardly believe that even amidst the great achievements of our country, so remarkable a one had been accomplished. But we have before us the letter of an eye witness, which describes in detail the railroad crossing the Nevada. As this was a very novel scene, both in nature and in civil engineering, we think the reader will be interested in it. About the 1st of October, Paymaster Charles D. Mansfield, with three other officers of the Pacific Squadron, paid a visit to the summit of the Nevada, by way of the Central Pacific Railroad. From his letter we extract the following description of that work, and its scenes: He says, "Our party consisted of four, and we went as far as the summit of the Sierra Nevada Mountains. The central point of operation for the Central Pacific is Sacramento. Here the engine houses and machine shops are located. Those in present use are only temporary structures; but they are laying the foundations for the most extensive buildings of this description in the United States. This circular engine house will contain over one hundred stalls. There will be two machine shops, 300 by 100 feet. The foundations for these buildings sunk deep in the ground, and are of great thickness and solidity, being laid with immense blocks of the splendid granite with which this country abounds. These buildings will be enlarged, as occasion demands, and it is thought that it will require *three hundred locomotives* to run the road to Salt Lake and the branches to Oregon and San Francisco. The latter place is one hundred and seventeen miles from Sacramento. The locomotives used on the mountains are the largest I ever saw, some weighing seventy tons. The fare is enormous, being ten cents per mile.

"At half-past six in the morning we took the cars. The first twenty miles of the road lay over a level bottom tract of land, lying between the Sacramento and American, a rich grain-growing and forest-bearing country. The first station, Roseville (eighteen miles), is the junction of a branch road leading off toward Marysville. Soon after passing this station we began to ascend, and in the distance were plainly to be seen the snow-capped peaks of the Sierras. Behind us lay the rich valley of the Sacramento, its vineyards and its orchards, its meadows and its fields of golden grain—the frost of winter and the warmth of summer seen together. At first the grade is gradual and the ground rolling; very soon, however, the grade becomes heavier, the hills more abrupt, the gorges (here called canons) breaking between them, their perpendicular sides sometimes rising to a height of one thousand feet. Just before losing all sight of the valley—in fact, our last glimpse of it—a beautiful landscape burst upon our view. Seen through a dark, funnel shaped canon, the wide end opening away from the narrow toward the road, lay the valley, lighted up by the bright sunlight of a magnificent day. It was our farewell to summer,

Steadily we climbed the mountains, they becoming more and more abrupt; the snow nearer and nearer; the air more wintry, until we reached Colfax, about fifty miles from Sacramento, and nearly four thousand feet in elevation. Here were several splendid six-horse coaches, ready to convey passengers to the several mining points in the vicinity, such as Grass Valley, Timbuctoo, etc.

Leaving Colfax, we continued to ascend at a speed of about fifteen miles an hour, the road at times turning round sharp peaks at almost a right angle, on a bed cut in the solid granite—anon dashing through a tunnel—out again, with high peaks towering above us, deep canons below. One of the most remarkable of these is named Cape Horn, where a promontory juts boldly out, giving a view of the mountains for miles and miles around. The eye wanders away down among gorges, 2,000 or 3,000 feet below you, then up again to the snow capped summit above. Turning one of these points, we came suddenly upon a valley or basin, where we were astonished to see whole hills apparently washed away. On inquiring we found it was a fact. They were the Hydraulic mines of Dutch Flat. The water is carried in sluices for miles along and around the summits of the mountains to a reservoir; thence in a strong iron pipe about eighteen inches in diameter, down the perpendicular sides of a canon to the mines; thence through several hose to the points where needed. The pressure is regulated by valves, and the force of the stream thrown is so great that should one of them strike a man, it would kill him as instantly as if it were a cannon ball. They literally cut down the hills, washing them into fine dust, from which the gold is subsequently separated. The whole country hereabout is cut up in this way. Still ascending, we came to the Down Hill and Gold Run mines, both of which are exceedingly profitable, and worked in a similar manner to that of Dutch Flat. After leaving Gold Run, we found great snow banks on either side of us, and some on the road. We were entering the region of perpetual snow. Here the road is covered at all exposed points, built of large pine timbers, capable of sustaining a great weight, which, it is hoped, will enable them to keep the road open in winter. At certain points it seemed as if whole acres of land had been swept away by torrents, and we were informed it was caused by *water-spouts*, which are quite frequent there, and very dangerous. They arise from two currents of air meeting, one warm and one cold. The cold condenses the moisture in the warm, and upon striking some sharp point in the Sierras, the whole volume of water is precipitated at one point. A gentleman told us that at one point, when going up the mountain, before the days of the railroad, the driver saw one of these spouts fall, and immediately drove up the side of the mountain to avoid the torrent, which was sure to follow. Behind him was a man with a wagon heavily loaded with potatoes, drawn by four yoke of oxen. He had barely time to escape himself, and after the torrent had passed, there was not a vestige left of either oxen or wagon!

At twelve o'clock we arrived at Cisco, 99 miles from, and *seven thousand four hundred feet above*, Sacramento. This is the present terminus of the road, the Summit Tunnel, a few miles beyond, being not quite completed. There are, however, seven thousand men employed beyond this point, and several miles of road graded beyond the tunnel. The snow was two feet deep when we arrived at Cisco, it being yet early in October. The houses

are merely temporary ones—merely boarding houses and small stores for the use of railway employes, stage and wagon drivers. These were the hardest, roughest looking men I ever saw; rough clothes, slouched hats, pants in boots, spending all their spare time in gambling. In every shanty you could see them at their favorite game of poker. I saw but two or three women in the place, and they were apparently not much better than the men. But in a short time the place will be among the things that were. From this point, at present, the overland coaches carrying the United States mail, and Wells and Fargo's Express, start for Virginia City, Salt Lake City, and the Western terminus of the Union Pacific Railroad, large, sixteen seat coaches, drawn by six and eight horses. Here, too, great freight wagon trains also start, the wagons drawn by twelve, sixteen and eighteen mules, immense covered affairs, carrying ten and twelve tons, called "prairie schooners." Long trains of these start every few hours, several going together for mutual protection. It is perfectly astonishing to see the vast amount of freight that is thus transported into the mountains and to Nevada.

By the kindness of the conductor, we were permitted to ride three or four miles further on the locomotive, the extreme point to which rails are laid. Then taking a stage, we proceeded four miles further, reaching an elevation of *eleven thousand feet*. Right above us towered Castle Peak, the highest summit of the Sierras in this vicinity, over twelve thousand feet high, covered with snow, and surmounted with an immense rock, some two hundred feet high, and impossible to ascend. A little beyond and below is Donner Lake, a beautiful little sheet of water, nestling up among the mountains, calm, cold and icy in its appearance, the tall pines growing on its shore were reflected on its mirror, like surface work, with remarkable distinctness. Still further on is Crystal Lake, with a large hotel near it, where the wealthy Californians resort in summer time. The Railroad Company has employed Mr. HART, a photographer, to take views of the most interesting points, for distribution among the bondholders.

We returned to Cisco in time for the 5 o'clock train, and arrived in Sacramento, between 10 and 11 o'clock at night; after having one of the most delightful trips I ever took.

I cannot help thinking how we navy people are tossed about. A month ago I was among the mountains, without a thought of going to sea; but here I am, within the tropics. The sea is calm and beautiful, and our voyage prosperous; but it is literally from the icy mountains to the hot summers of the "Sunny South!"

Here are great facts to think upon, suggestive of greater facts to come. A half dozen years since, the Pacific Railroad was only a speculative idea. Four years ago it had no existence. To day *seven hundred and fifty miles are completed!* Almost half of the grand work is done. Already the locomotives ascend a summit higher than any upon which locomotives ever stood. Far above the line of perpetual snows, the fiery, buzzing locomotive stands, and there looks down upon sunny vales, where the vine and the peach grow in rich luxuriance. Soon from Cheyenne on the one side, and Cisco on the other, the chariot of fire will descend into the great basin of America. Along Humboldt river from the West, across Green river from the East, the trains will rush on to meet in the Great Salt Lake Basin. What throngs will pass along. How the Asiatic and the European will traverse

our country! What strange faces we shall look upon! How the vast produce of China, as well as Europe, will come to this country and exchange in the great market of America! Already the long trains from California and Oregon, from Montana, Colorado, Idaho and Utah, come to and from each end of these lines. Already hundreds of millions of acres of land, which were before inaccessible, are opening up to market. Here are the gardens for the laborer, the resources of the poor, the solace for the unhappy, the outlet for the discontented, restless spirits, who dislike the restraints of an older civilization. Here is a home for the demagogue, who, having in vain tried to pull the Republic to pieces, may find a San Marino in the mountains, and administer it according to the conceits of his own beautiful philosophy. Here is a place for the man who is afraid of negroes; for negroes won't go there. Here, if they only knew it, is the St. Helena of JEFFERSON DAVIS, of MASON and SLIDELL, of COBB, BEAUREGARD, SEMMES, and all that delightful company of happy and humane people, who happened unfortunately to cause a little unpleasantness in this country. Go! insects of an hour, and flutter out your existence unharmed.

E. D. M.

MORROW, December 19.

The Northern Pacific Railroad.

[From the Detroit Post.]

It begins to be obvious that the North-west and the people generally in the region that will naturally be benefited by this great and important public improvement, begin to be awake to the necessity of earnest and concerted action. The opposition expressed against the appropriation by Congress of any more lands, or of public aid in any other way, for railroad enterprises, on the ground of the necessity of rigid economy, it is to be feared may have an injurious influence on some, and prevent the earnest and careful examination of a policy which we think it would be, especially at this juncture, almost suicidal to abandon. In a former article we endeavored to meet the objections of this character that have of late been circulated by showing that, so far as the Northern Pacific Railroad is concerned—with the exception of the appropriations of land needed in Michigan from Grand Traverse to Montreal River—the road has already been provided for, and that this last is indispensably necessary for preventing the loss of all that has been done, and the realizing of the great, incalculable advantages to accrue to the whole North-west and the country generally, by the early settling of our wide domain, and especially increasing the value of our Northern and Western mining territories. But on this point it is not meant at present to enlarge. There are other matters of very serious moment, which it will not do for our Government to neglect or lose sight of. Already a resident of Vancouver's Island, Mr. Waddington, is reported to have visited Ottawa, with a view to promote schemes for opening up communication overland with British Columbia, showing that the policy unfolded in the extracts we forwarded to you from the English work entitled, "Britain Redeemed and Canada Preserved," is not abandoned in the thoughts and purposes of some. To what extent, and how soon it may be stimulated into life, it is impossible to conjecture. There are movements at present

on foot, that look like intentions, on the eastern end of the railroad to the Pacific, to progress step by step to close upon and unite their whole British interests. The abandonment and failure of the North Pacific Railroad enterprise, within the United States, and for the benefit of our whole lake region of the North-west, will unquestionably operate in favor of the schemes that may now be formed and entertained for consolidating the British Provinces, and place a jealous and vexatious rival to the north of us. Mr. McDougall, of the Parliament in session at Ottawa, Canada, has given notice that he will introduce a resolution, providing for a memorial to unite Rupert's Land and the North-west territory with the Dominion of Canada, and confer authority on the Parliament of Canada to legislate for their future welfare and government. This indicates a desire of the English government to perfect its design to unite all British North America, and develop the country by a Pacific Railroad on British territory. These things should quicken the zeal, and secure union and active co-operation of all the friends of public improvement among us, by opening up lines of communication across our vast territorial possessions, from the Pacific to the Atlantic. All the routes now projected will be needed at no distant day. Petty rivalries and avaricious scheming by heavy capitalists in the interests of special localities and sections, or for the mere and mean purposes of private gain, may endanger the public good immeasurably. It will be for Congress to take these things fully into view, when the great question of its duty and responsibility in the premises is fairly brought before it. What may be the wisest and best plan to unite all, and accomplish the greatest general good, will, doubtless, be the question started by every intelligent, patriotic and liberal minded legislator. Demagogues may cater to, and magnify the plea of those who appeal to the lowest prejudice and ignorance of multitudes, with whom the clamor about curtailing expenditures, and the necessity of economy, wisely or unwisely attempted, is always popular. The resolution submitted by Mr. Ramsey, of Minnesota, relative to the expediency of a treaty between the United States and the Dominion of Canada, contains some provisions of the greatest moment, especially the seventh and last, touching the purchase by the United States, and the cession by Great Britain, of certain districts of North America, or west of longitude 90°, on the conditions stated. It brings the whole matter in which we feel so deep an interest into public view; and meeting the occasion of the times, merits the careful and liberal consideration of all who can appreciate the immense interests of the North-west and West, and indeed of the whole country, and look forward to the near future of the destined greatness of these United States. MICHIGAN.

THE SUEZ CANAL.—A tug belonging to the British Government has actually been floated through the Suez Canal. This was the *Prompt*, recently dispatched from England to assist in the embarkation of the Indian troops at Suez, and was conveyed through the new Suez Canal to the Red Sea. After having been lightened as much as possible, even to the removal of the paddle-wheels, a number of empty casks were placed under her, and in this manner she reached Suez.

Winchester and Potomac Railroad.

The stockholders of this road held a meeting at Winchester, Va., recently, and, as stated in the *Times* of that place, concurred in the following agreement with the Baltimore and Ohio Railroad Company:

1st. That the Baltimore and Ohio Railroad Company shall hold the undisturbed possession and control of the road for twenty years from the 1st day of July last—receiving to their own use during that time all the revenues of the road, with the option of continuing to hold it indefinitely thereafter for any succeeding term or terms of like duration. 2d. That the Baltimore and Ohio Railroad Company shall pay to the Winchester Company, in equal semi-annual installments, the sum of \$27,000 per annum during the continuance of the contract. 3d. That the amount remaining due to the Baltimore Company on the 1st of July last for advances made in the renewal and repairs of road, &c., shall be treated as a loan to the Winchester Company during the continuance of the contract, and that the former company will also advance to the latter a sum not exceeding \$20,000 to provide for what is known as its floating debt, being debts contracted prior to or at an early stage of the late war, and such further sum as will enable the Winchester Company to extinguish its indebtedness to the Commonwealth, in pursuance of the terms of the act passed April 25, 1867. 4th. That the Baltimore and Ohio Company shall guarantee the bonds of the Winchester and Potomac Company for a sum not exceeding the principal and one-half the interest in arrear to the 1st of July last of 7 per cent. bonds of the latter—such guaranteed bonds to bear 6 per cent. interest from the last named date, and which it is proposed to offer to the holders of the 7 per cent. bonds in exchange for the latter. The subsisting lien on the road for the security of the 7 per cent. bonds to be continued as a security for the guaranteed bonds in the hands of the holder; and also to the Baltimore and Ohio Company for such amount of them as they may be required to pay. 5th. The Baltimore and Ohio Company is to retain out of its semi-annual payments to the Winchester and Potomac Company an amount equal to 6 per cent. interest on its advances, and also to provide for the semi-annual payment of interest on the guaranteed bonds, which it is expected will reach about \$150,000. 6th. That company assumes "all the legal obligations of the Winchester and Potomac Company under its charter, is to pay all State and Federal taxes, and keep the road and its appurtenances during the continuance of the term, and deliver them up at its expiration in as good repair (necessary wear and tear excepted) as when they take charge of them."

The above contract between the two companies was confirmed by the directors of the Baltimore and Ohio Railroad Company, at their monthly meeting, held Wednesday, December 11. The project of the extension of the Winchester road to Strasburg is, of course, enhanced by this arrangement.—*Baltimore Sun*.

The first locomotive which crossed the Colorado river on the ninth of last month, at Columbus, Texas, over the new bridge, did so amid shouts and the roar of artillery.

Steamboat Navigation in the West.

A correspondent of the *Pittsburg Chronicle*, writing from Minneapolis, December 13, says:

"Steamboat navigation to the Falls of St. Anthony has recently assumed a momentous importance, from the present and rapidly increasing magnitude of our flour trade. Five hundred thousand barrels of flour is a prize worth contending for, by both railroad and steamboat owners. During the winter our millers are at the mercy of our railroad managers, who are not slow to take advantage of the rare chance to feather their nests. Therefore it is not to be wondered at if they should desire competing lines of transit and more moderate rates of freight charges.

"Hence we find that the desire to have a daily line of steamboats during the boating season is a desideratum that must be speedily attained. To bring about this, it becomes necessary that a portion of the river between Minneapolis and Fort Snelling should be improved. During a fair stage of water the largest class of steamboats employed on the Upper Mississippi can readily reach this city. It is only when a low stage of water occurs that difficulties are encountered.

"Last year a survey was ordered by an act of Congress, and we find that the official report made in pursuance thereof estimates that the sum of \$250,000 is all that would be required to fully accomplish all needed improvements, to render said portion of the river navigable at all stages of low water. In connection with the effort being made to secure suitable appropriations to improve the western rivers, we wish our eastern friends not to forget the interests of their friends at Minneapolis. When we consider that the tonnage of the Mississippi and tributaries, annually foot up an aggregate greater than all our Atlantic commerce, it behooves Congress to prove not only just but generous. Sixteen States are intimately and directly interested in this river improvement project. We want union of effort—pertinacious insisting of just and adequate commercial rights, and Congress dare not longer deny our claims. It is about time that 'down-easters' should be taught that there is a Great West, and while we are willing to concede them ample means out of the National Treasury to improve their harbors, build their forts, and give them a system of light-houses, yet, at the same time, we demand money to improve our rivers, from the Falls of St. Anthony to the Balize, as well as from Pittsburg to Cairo. Let a united effort be made, and no ceasing of importunity, until the people of the West obtain a just and equal share of the nation's money."

[If the representatives of constituencies within the river system of the Mississippi performed their official duty at Washington with the same zeal and pertinacity that distinguish the representatives of districts within the basin of the lakes, the appropriations made to improve harbors on the lakes would not preponderate so immensely over appropriations made for the improvement of the navigation of Western rivers.

And the same remark will apply to representatives of rivers reaching inland from tidewater. Appropriations are made by Congress to improve the Potomac to Baltimore, but no appropriation was ever made to improve the Delaware to Bordentown or Tren-

ton, the latter the capital of New Jersey and the head of steamboat navigation, simply because representatives from Maryland asked and urged appropriation in Congress—and representatives from New Jersey did not.—*Ed. Reg.]*

Puddling by Machinery.

The improvements in the manufacture of iron and steel invented by Mr. Thomas Roper, of Ulverstone, consists of a combination of the Nasmyth and Bessemer processes. He first forces high pressure steam through the metal to remove the sulphur as sulphurated hydrogen, and then blows through atmospheric air to decarbonise the iron and convert it into malleable iron and steel. The melted cast-iron is run from the cupola into a puddling-furnace, in which it is treated by the steam and atmospheric air, and in which it is puddled. The puddling furnace he employs has a bed of a circular figure, on which circular bed the melted iron is operated upon. The fire-place and other parts of the furnace are of a figure to suit the circular bed of the furnace. Through the roof of the furnace he passes a hollow vertical shaft, having at its lower end two or more horizontal arms; these arms have small openings or jets made in them. This hollow vertical shaft is supported in suitable bearings, and is provided with the requisite gearing necessary to communicate to it a rotary motion. The boxes, bearings, and other parts of the machinery external to the furnace, are made hollow, and air is made to circulate through the said parts to keep them cool. In using this puddling-furnace and apparatus, he runs the melted cast-iron from the cupola into the bed of the puddling-furnace, and lowers the vertical hollow shaft into the melted iron; a rotary motion is given to the said shaft, and high-pressure steam is passed down it. The said steam, passing along the horizontal arms, escapes by the small holes or jets in the said arms, and by the motion of the said shaft and arms is carried to every part of the melted iron. The desulphurization of the iron is thereby rapidly effected. After the iron has been sufficiently treated by means of steam, he turns off the steam, and immediately passes air or other gas capable of yielding oxygen at a high temperature down the vertical shaft at a pressure suitable to force it through the jets in the horizontal arms into the melted iron, the rotary motion of the vertical shaft being kept up during the passage through it of the air or other gas. The decarbonization of the iron is thereby rapidly effected, and when it assumes the pasty consistence which indicates that the decarbonizing process is nearly complete, he raises the vertical shaft, and thereby lifts the horizontal arms out of the furnace, and the puddling of the iron is completed by puddling in the ordinary way.—*London Mining Journal.*

Some time ago, when fitting a tire on a wheel at the Royal Arsenal, Woolwich, England, it was found necessary to give a bevel to the tire of about $\frac{1}{8}$ inch. One of the men suggested that the bevel could be given by heating the tire red hot and then immersing it one half its depth in cold water. This was tried and found to answer perfectly, the part which was out of the water being reduced in diameter. The tire was 3 inches wide, $\frac{1}{2}$ inch thick, and 4 feet 2 inches diameter.

MONETARY AND COMMERCIAL.

The money market has worked more easy during the past week. Collections have been better, and the supply of currency has materially improved, while the demand for loans has not been so pressing or numerous. The pork season has past its zenith, and the currency paid out for this great staple is beginning to return in payment for goods and accounts, making the market more comfortable to borrowers. Bank rates to depositors ranges from 8 to 10 per cent., while outside operations are done at from 12 to 18.

There is an active demand for Exchange, and bankers have to ship currency to keep up their balances. The following are the usual quotations:

	Buying.	Selling.
New York.....	par	1-10 prem
Philadelphia.....	par	1-10 prem
Boston.....	par	1-10 prem
Gold.....	137@133 $\frac{1}{4}$	133 $\frac{1}{2}$
Silver.....	123@126	124@127

The operations of the New York gold market shows weakness. The daily fluctuations have been as follows:

	Opening.	Highest.	Lowest.	Closing.
Dec. 26.....	134 $\frac{1}{2}$	134 $\frac{3}{4}$	133 $\frac{1}{4}$	134
" 27.....	134 $\frac{1}{2}$	134 $\frac{1}{2}$	133 $\frac{1}{2}$	133 $\frac{1}{2}$
" 28.....	133 $\frac{1}{2}$	133 $\frac{1}{2}$	133 $\frac{1}{2}$	133 $\frac{1}{2}$
" 30.....	133 $\frac{1}{2}$	133 $\frac{1}{2}$	133 $\frac{1}{2}$	133 $\frac{1}{2}$
" 31.....	133 $\frac{1}{2}$	133 $\frac{1}{2}$	133 $\frac{1}{2}$	133 $\frac{1}{2}$

Of the New York market the *Tribune* of Tuesday says:

Money continues in good supply at 6 per cent., with transactions at 7 per cent. There is rather more activity, but all houses in good credit are supplied at the former rate.

Government bonds have been steady with a fair demand. The 5 20s of 1862 and new 5-20s of 1865 were firm and in active request.

State and railway bonds were steady, with small transactions.

The miscellaneous share list was all lower, and no desire was shown to purchase at the decline. Pacific Mail was inactive, and changed hands at 110@110 $\frac{1}{2}$, in prices. Railway shares opened dull and steady, at the Board there was a disposition to sell, and the whole market Express stocks were dull at a slight improvement closed dull and heavy. After the call there was a pressure to sell, and prices declined from $\frac{1}{4}$ @ $\frac{3}{4}$ on the general list. Rock Island was especially weak, opening at 98 $\frac{3}{4}$, and selling at 92 $\frac{3}{4}$. The break in this stock was caused by the report that the Directors had sold stock to pay for the construction of the road from Des Moines to Omaha, and the whole market sympathized and sold off from $\frac{1}{4}$ @1 per cent. The rumors of overissues of Rock Island are without foundation, and to-morrow the Committee, Mr. Tracy and Mr. David Dow, in whose hands the matter was placed, will report to the Directors the amount of stock sold. After the Second Board the market was panicky. Rock Island sold at 91; North-Western Common, 57 $\frac{1}{2}$; the Preferred, 68 $\frac{1}{2}$; New York Central, 116 $\frac{1}{4}$; Erie, 71. At the close the market rallied, but closed excited and feverish: New York Central, 116 $\frac{1}{4}$ @116 $\frac{1}{2}$; Erie, 71 $\frac{1}{4}$ @71 $\frac{1}{2}$; Reading, 95 $\frac{1}{4}$ @96; Michigan Southern, 83 $\frac{1}{4}$ @84; North-Western, 57 $\frac{1}{2}$ @57 $\frac{3}{4}$; do., Preferred, 69 $\frac{1}{4}$ @69 $\frac{1}{2}$; Rock Island, 91 $\frac{1}{4}$ @91 $\frac{1}{2}$; Fort Wayne, 96 $\frac{1}{4}$ @96 $\frac{1}{2}$; Cleveland and Pittsburg, 86@86 $\frac{1}{2}$.

NOTICE

To Presidents and Superintendents of Railroads.

THE ADVERTISER IS A THOROUGHLY competent Railroad Man, having been engaged in the business 16 years and can refer to some of the best Railroad Officers in New England and others upon South-Western Roads, as to ability to fill any place which he may accept upon any road.

He wishes to obtain a position upon some Railroad as Assistant Supt. or Freight Agent or Master of Transportation, and for the same will pay to any person obtaining it for him \$500.00.

For a personal interview address until Jan. 20th, 1868,— GEO. P. DANFERTH,

BOSTON, MASS.

After that date to—NEW YORK.

P. S. Will accept any position upon any Road, (with the above in view,) and prove myself worthy and faithful. GEO. P. D.

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BOSTON,

HAVE THE PRIVILEGE OF GOING TO

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This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets $2\frac{1}{2}$ inches in width, and under. For Tickets over $2\frac{1}{2}$ inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

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Milwaukee, Wis.

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J. H. WELLER, Ass't Sup't, D. & M. R. R., Dayton, O.
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PASSENGERS leaving CINCINNATI by the A. & G. W. Railway, on Saturday Morning, by the 6:00 a.m. Lightning Express, go

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Without Detention arriving in New York 3:15 p.m. next day, Sunday.

2 Through Lightning Express Trains for New York, Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave Cincinnati.....	6,00am.....	7,00pm
" Dayton.....	8,20 ".....	9,15 "
Arrive West Salem.....	1,40pm.....	4,03am
" Leavittsburg.....	4,40 ".....	7,30 "
" Meadville.....	7,05 ".....	10,15 "
" Susquehanna.....	7,30am.....	10,38pm
" Paterson.....	2,33pm.....	6,17am
" New York.....	3,15 ".....	7,00 "
" Boston.....	6,00am.....	5,00pm

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

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CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1886, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers front the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:30 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

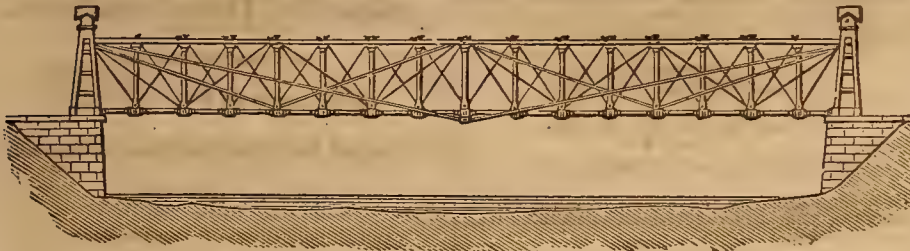
Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

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F. B. LORD, General Ticket Agent.



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In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

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Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

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ENGINEERING & TELEGRAPHIC
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ORDERS executed promptly to any extent for the celebrated Wheels, either single or double plat with or without axles.

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Hammered or Rolled Axles, in the best manner, the shortest notice, and on the most reasonable terms.

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This great national thoroughfare is again open for

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Bridges and Tracks are again in Substantial Condition.

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SPEED, SECURITY AND COMFORT,

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In addition to the Unequalled Attractions of Natural Scenery heretofore conceded to this route, the recent Troubles upon the Border have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the privilege of visiting WASHINGTON CITY en route—being \$3.00 lower than the cost by any other line, as recently charged; and a rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

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Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
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AUGUST 25th, 1866.

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Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train.....	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.

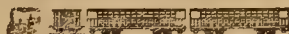
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run CINCINNATI Time.

For all information and through tickets, please apply at the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
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THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:36 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

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Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

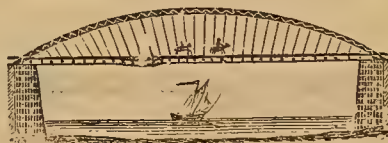
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JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

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ESTABLISHED 1821.

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Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

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THOS. T. TASKER, JR., S. F. M. TASKER
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Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave at time for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

Starting, perhaps from more than one point on the Ohio river, in the State of Kentucky, this road should stretch nearly South; and branching, when it enters the Carolinas and Georgia, to reach their tide-waters at several different places. Taking Cincinnati as a city intermediate between Maysville and Louisville, and Charleston as an intermediate between Wilmington, in North Carolina, and Augusta, in Georgia, the road might be said, more especially, to connect Cincinnati and Charleston, and may for convenience in this report, take its length and designation from those two cities. Starting from the former, or rather, from the opposite bank of the Ohio river, in Newport or Covington, it would traverse the State of Kentucky to the Cumberland Gap, near the South western angle of the State of Virginia, then across the State of Tennessee, and, ascending the Valley of the French Broad, in North Carolina, arrive at Greenville, or some other point in South Carolina, beyond the Allegheny mountains, whence it may pass down to Augusta, in Georgia, by one branch, and by another more

immediately to Charleston in the direction of Columbia. In traversing North Carolina, it might with facility, the surface of the country permitting, be connected by a lateral road, with the projected Cape Fear and Yadkin Railway, which, passing through Fayetteville, is to terminate at Beatty's Ford, on the Catawba river.

The distance between Cincinnati and Charleston, on a straight line, is about 500 miles, which would probably require a road of 700 miles. South Carolina, however, has already made a railway, 135 miles in length, to Hamburg, on the Savannah river, opposite Augusta, nearly in the direction of Cincinnati; and the contemplated railroad to Paris, in Bourbon county, Kentucky, exactly in the course of Charleston, (for the construction of which there are, in the opinion of your committee, a great many weighty reasons of a local nature,) would have a length of 90 miles, thus leaving but 475 miles to complete this new and most important communication, between the interior and the seaboard of the South.

The middle of this main trunk would be intersected by the projected railroad from Richmond, Virginia, *via* Lynchburg, to Knoxville, in East Tennessee, by which the Old Dominion would acquire a new channel of intercourse with her daughter, Kentucky; and also with several of the States formed out of the North-western Territory, which was once her property—traveling from the West to Southern Virginia, being thus restored to the route which it took in the infancy of our settlements.

By an extension West, to Nashville, of the Richmond, Lynchburg and Knoxville road, the whole of Central and Northern Tennessee would be enabled, with great facility, to communicate with the Carolinas and Georgia, by means of the Southern extremity, and with the State of Ohio, by means of the Northern extremity of the great highway under consideration.

From the maritime terminations, and the lateral branches of this extended trunk, let us turn our attention to the Northern or Continental connections which it would establish.

These would extend, both East and West, from Cincinnati, for several hundred miles, and through every intervening Northern point. First, the Ohio river would connect it with Western Virginia and Western Pennsylvania—embracing the Valleys of the Great Kanawha, Monongahela and Allegheny rivers. Second, the Ohio and Erie Canal, from Portsmouth to Cleveland, already finished; the Miami and Maumee Canal, in progress from Cincinnati to Lake Erie, uniting at Fort Wayne with the Erie and Wabash canal of Indiana; and the Mad river and Sandusky Railroad, from Dayton to the Lake, the execution of which has commenced, would connect it with the entire chain of Northern lakes, from the Falls of Niagara to the Straits of Mackinac, and even Green Bay, on the Western shore of Lake Michigan, including the Eastern border of Wisconsin Territory, North or maritime Illinois and Indiana, the whole of Michigan Territory, a part of Upper Canada, and the centre and Northern declivity of Ohio. Third, the Wabash and Erie Canal just mentioned, and the railroad from Lawrenceburg, at the mouth of the Great Miami, to Indianapolis, already begun, would carry its advantages into the depths of Indiana. Fourth, the Ohio river from Cincinnati to the Mississippi would connect it, beneficially, with South and West Illinois,

Missouri, and the immense extent of unsettled territory watered by the Upper Mississippi and the Missouri rivers. Thus the proposed main trunk, from Cincinnati to Charleston, would resemble an immense horizontal tree extending its roots through, or into, ten States, and a vast expanse of uninhabited territory, in the Northern interior of the Union, while its branches would wind through half as many populous States on the Southern seaboard.

The extent of this inland communication from North to South, through the centre of the United States, would comprehend at least 15° of latitude, and could only be compared with that established by the Mississippi river. It would not indeed be limited by the continent, for, as many important islands of the West Indies are contiguous to South Carolina, they would, in fact, be comprehended in the new facilities of intercourse that would be established between the South and North, and should, therefore, be taken into the estimate.

Of the Physical practicability of constructing the main trunk of the proposed railway, across the States of Kentucky, Tennessee, and North Carolina, your committee see no reason to entertain a doubt. It is true, that it must traverse many of the branches of the Cumberland and Tennessee rivers, and scale the Southern extremities of the Allegheny mountains. One of the branches, however, of the latter river, the French Broad, as we have already seen, originating on the slopes of the Blue Ridge, the most Southern of the mountain chains, runs to the North, traversing the Western angle of North Carolina, to unite with the Tennessee, thus opening a pass through a part of the mountains, and inviting to the enterprise. Of the height of the remaining mountains, your committee cannot speak with confidence, but believe it to be less than that of the Alleghenies, where they are traversed by the railroads and canals from Philadelphia to Pittsburg. However this may be, no decision of the question of physical practicability can be made, but by competent engineers, on an actual examination of the route.

The question of expense can of course only be settled by the same means. Assuming that the projected railroad from the Ohio river, opposite Cincinnati, to Paris, in Bourbon county, Kentucky, will, from the considerations limited to the region of country concerned, be most certainly executed, and referring to the actual completion of the railroad from Charleston to Augusta, the intervening section would not, as we have seen, exceed 475 miles, which, at the high price of 12,500 dollars per mile, would not amount to 6,000,000 of dollars; a sum not greater than is about to be expended by a company of capitalists, in the construction of a railway within the State of New York, to run nearly parallel with her grand canal, and connect the same waters with the same city.

It may be said, however, that the central part of the Cincinnati and Charleston road would run through a country but thinly inhabited, and furnishing little aid, either in the construction of the road or in swelling the amount of transportation upon it. But why is it so sparsely peopled? Manifestly, in part, because of all portions of our common country, it is the most inaccessible and the most destitute of facilities for the exportation of its iron, salt, coal, tar, turpentine, and other natural productions. To wait, therefore, for a denser population, as a condition for commencing a great work of internal improvement, which only can augment that density,

would be to wait for the development of an effect, before resorting to the only cause that can produce it. Let the road be executed, and an instantaneous impulse will be given to improvement in that region. If, however, it were too sterile for such a result to occur, no argument against the project could arise from that fact, for the undertaking is necessary to the reciprocal exchange of the production of the States penetrated by its extremities, in which respect it would be similar to the Philadelphia and Pittsburg route, which, in a part of its course passes over uninhabited mountains, and still facilitates an immense trade between the East and West.

Thus it is not necessary that the whole line of an artificial way should lie through a cultivated and populous country, nor need we look to the inhabitants along this or any other projected railroad or canal, for the means of its construction. These will be furnished by the capitalists of any and every part of the country, or even by those of Europe, the moment the enterprise is authorized by the States through which it is to be carried on, and the probabilities of a profitable investment are rendered manifest. In the opinion of your committee, the States of Kentucky, Tennessee, and the Carolinas, might, in their sovereign capacity, execute this work, and make it a rich and lasting source of revenue; and, they have as little doubt, that the incorporated joint stock companies would at once be able to command the requisite capital.

Your committee are of opinion, that the strongest motives exist for the immediate execution of this great work. At least half the people of the Union, comprehended, in whole or in part, in East Florida, Georgia, South Carolina, North Carolina, Virginia, Pennsylvania, Tennessee, Ohio, Michigan, Indiana, Illinois and Missouri, are interested in its completion, as they would instantly participate in its advantages; and as your committee believe, need only to investigate the subject, to be at once aroused to efficient action.

Would it pass, like the New York Canal, or the projected railroad from Augusta, in Georgia, to Memphis, in Tennessee, nearly from East to West, and consequently combine regions which have similar climate, and identical productions, its value would be far less. But, as we have seen, stretching boldly from North to South, and, with the present and future works of the States between the Ohio river and the lakes, establishing a high road of communication through nearly all the climates and varieties of soil, productions, and people of the United States, it would forever stand alone and conspicuous among the public works of the Union, both in the kind and amount of commercial and social intercourse which it would promote.

The sustenance and manufactures of the corn States, from Kentucky to Michigan, would instantly pass along it to the Southern consumer, of the region from Cape Florida to the Chesapeake Bay, avoiding all the delays, commissions, dangers of the river, and dangers and damages of a tropical sea voyage which belong to the Mississippi and Gulf route; and even much of the produce that might be designed for coasting or foreign exportation, would reach the sea-ports of South Carolina and Georgia, by the same channel, instead of going to New Orleans or New York. On the other hand, the tropical productions of the North-east of Cuba, and of East Florida—their spices, sugar, oranges, lemons, and figs; and the indigo, rice and cotton of Georgia and Carolina would, by the

same direct route, penetrate, in a few days, the interior of the continent, and spread among the consumers, even to the shores of Lake Superior.

Some of your committee, indeed, incline to the belief that the same channel would, at no distant time, become an inlet for many of the productions and manufactures of foreign countries; for commerce, as far as possible, should be based upon a *direct* exchange of productions and commodities. Thus the shipping merchants of Charleston and Savannah, might barter their cotton in Europe for manufactures required by the people of the States in the Valley of the Ohio, and exchange the same for their sustenance; the whole operation, both continental and marine, being performed without the instrumentality of any other money than that employed in defraying the expenses of transportation.

Of the *amount* of the business that would, at length, be conducted on this national highway, the committee scarcely dare to speak. To them it appears a magnitude, which they fear the meeting and the community at the *present time* would regard as extravagant and incredible. By the existing population of the portions of the country, even now connected with the work, there would be a great amount of traveling and transportation; but the extent to which it would augment the population of the zone of country through which it would pass; the impulse to agriculture it would impart; the manufacturing establishments it would set up, and the lateral turnpikes, railroads and canals it would suggest, to new districts of country, from the Western slopes of the Allegheny mountains to the banks of the Mississippi, from the sea to the lakes, would make it the parent of a great system of central internal improvement, and enable it to augment the amount of its articles of transportation to an indefinite degree. These immense pecuniary benefits, accruing to millions of people, should, of themselves, prompt those who are interested to an immediate attention to the work; but there are other and nobler considerations, which should not be overlooked.

No public work could contribute more powerfully to our national defence. Establishing a direct and rapid communication between the Northern and Southern frontiers of the United States, separated, unlike the Eastern and Western, from the dominions of foreign nations by narrow sheets of water only, it would afford facilities for the transportation of troops, munitions of war, and military sustenance, from the centre to the borders, or even from one frontier to the other, with unexampled rapidity; thus favoring a concentration, requisite to national defence in time of war, which could not otherwise be effected; and which would present a new triumph of civilization over barbarism, by making civil public works, an efficient substitute for standing armies and powerful navies, which exhaust the resources and endanger the liberties of a nation.

But the most interesting and affecting consequences that would flow from the execution of this enterprise, would be the social and political.

What is now the amount of personal intercourse between the millions of American fellow-citizens of North Carolina, South Carolina, and Georgia, on the one hand, and Kentucky, Ohio, Indiana, and Illinois, on the other? Do they not live and die in ignorance of each other; and, perhaps, with wrong opinions and prejudices, which the intercourse of a few years would annihilate forever?

Should this work be executed the personal communication between the North and South would instantly become unprecedented in the United States. Louisville and Augusta would be brought into social intercourse; Cincinnati and Charleston be neighbors; and parties of pleasure start from the banks of the Savannah for those of the Ohio river. The people of the two great valleys would, in summer, meet in the intervening mountain region of North Carolina and Tennessee, one of the most delightful climates in the United States; exchange their opinions, compare their sentiments, and blend their feelings—the North and the South would, in fact, shake hands with each other, yield up their social and political hostility, pledge themselves to common national interests, and part as friends and brethren.

Finally, the immense summer throng of visitors which annually go up to the North, along the seaboard, would be made still greater, and turning westwardly, through the States of Virginia, Maryland, Pennsylvania, and New York, spread over the northern centre of the United States, to the shores of the lakes and upper Mississippi; concentrating on their return in the Valley of the Ohio; having seen what they now never see, and made acquaintance with what at present is unknown to them, the very heart of the Republic. On the other hand, the people of the North would, in autumn and winter, pour down upon the temperate plains of the South, in turn, studying their political, civil, and literary institutions, participating in their warm hospitality, catching a glow of Southern feeling, gratifying their curiosity, and return enlarged in their patriotism and enriched in their knowledge of our common country. Thus this traveling, alone, would, at no distant day, reimburse the expenditures by which it might be created, while it would unite with the ties of business, in confining with a new girdle, States which are now but loosely connected, and thereby contribute powerfully to the perpetuity and happiness of the Union.

DAN. DRAKE, }
T. W. BAKEWELL, } Committee.
JNO S. WILLIAMS }

CINCINNATI, OHIO, August 15, 1835.

On motion of J. D. Garrard, Esq., seconded by General James Taylor, of Newport, the report was unanimously adopted.

Dr. Drake then offered, from the committee, the following resolutions, which were severally adopted.

SUPPLEMENTARY REPORT.

The committee to whom was referred the subject of a railroad from Ohio to South Carolina, having prepared a series of resolutions to be offered in case their report should be adopted, beg leave to present the following:

1. *Resolved*, That a standing committee of inquiry and correspondence be appointed, consisting of seven members—four from Cincinnati, two from the adjoining part of Kentucky, and one from Eastern Indiana; four of whom shall be a quorum.

2 That it shall be the duty of said committee to elect from their own body a chairman and secretary, and take immediate measures for the publication and dissemination of the report just adopted, together with such communications as they can promptly obtain, and such an address of their own as they may consider relevant to the subject.

3. That it be recommended to them, to make an immediate communication to the gov-

ernors of each of the States and Territories, interested in the proposed work, requesting them to bring the subject before their respective legislatures, at their next sessions.

4. That they be requested to adopt such measures as may be practicable to inform and interest the people living near the proposed road, relative to the subject.

In pursuance of the first resolution, the following gentlemen were appointed a standing committee of correspondence and inquiry:

Gen. William H. Harrison, }
James Hall, Esq., } Of
Edward D. Mansfield, Esq., } Cincinnati.
Dr. Daniel Drake,
Gen Jas. Taylor, Newport, Ky.,
Dr. John W. King, Covington, Ky.,
Geo. A. Dunn, Esq., Lawrenceburg, Ind.

The meeting then adjourned, subject to the call of the committee.

T. W. BAKEWELL, Chairman.

JAS. McCANDLESS, Secretary.

COMMUNICATIONS TO THE COMMITTEE OF INQUIRY.

Substance of the remarks made by E. D. MANSFIELD, Esq., on the adoption of the foregoing report:

I consider, sir, the *initial* proceedings now in progress, as the commencement of a *new era* in the commercial history and prosperity of this beautiful region of country. It harmonizes with the general spirit of physical and social improvement, now in such activity throughout our whole country; with that energy and enterprise, which has sent our Atlantic friends in search of new sources of trade, till they have stretched their long arms into the remotest corner of the recent wilderness, and gathering with their *feelers*, every article of commerce—with the community of interest, which is uniting the most distant sections of the Union, in the nearness of neighborhood and the unity of brethren. But, sir, I wish to state, not so much my general views of such a project as we are now considering, the result of some inquiries, made in reference to its practicability, and commercial advantages. In this point of view there are three particulars to be examined:

1st. The economy of time and distance.

2nd. The cost of construction.

3d. The trade which is to constitute the profit of the work.

The *distance*, in comparison with other routes to the Atlantic, may be stated in round numbers as follows:

	Miles.
1. From Cincinnati to Lexington or Paris, about.....	80
2. Thence to Cumberland Gap.....	130
3. Thence to the junction of the French Broad, etc.....	52
4. Thence by the French Broad and Saluda, to Columbia, S. C.....	215
5. Thence to Charleston.....	130
Total distance.....	607

The distance from Cincinnati to New York, by the way of the lakes, is.....	950
Distance to Philadelphia, by way of Pittsburgh.....	850
Distance to Baltimore, by the way of Wheeling.....	650
Distance to Mobile, by the valley of the Tennessee.....	780

Thus, we perceive, that assuming Cincinnati as the centre—and it is central as respects the Ohio river—the Charleston route is 340 miles nearer the seaboard than by the New

York route; 240 miles nearer than by Philadelphia; 40 nearer than by Baltimore; and 170 nearer than by Mobile. To this we may add, that nothing makes New York, Philadelphia, and Baltimore *seem* so much nearer, but the constant intercourse which commerce and enterprise keeps. And what prevents this to the South, but the want of any means of communication? The articles raised by the Ohio Valley and the Southern Atlantic, are reciprocally necessary to each other; and such as each frequently obtain, by very roundabout means.

In respect to *time*, the difference is quite as striking.

Allowing 12 miles an hour, an average rate for *freight cars* and a reasonable allowance for stoppages, the time required to transport goods from Charleston to Cincinnati will not exceed 60 hours—2½ days—say 3 days. Now to transport goods from New Orleans to Cincinnati will require, under the most favorable circumstances, 10 days; from New York 10 or 12; from Philadelphia 8 or 10; and from Baltimore, with the aid of a railroad over the mountains, 4. With this geographical advantage, and also that of being much less exposed to ice and snow, we should think it only necessary to determine the feasibility of the plan, to cause capitalists—especially those at Charleston, to at once engage in it. No difficulties of construction can be apprehended, except those which arise from the Cumberland mountain and Blue Ridge; as it must be observed that the Smoky mountain, one of the highest of the mountain range, is traversed by the valley of the French Broad. In reference to the height of the Blue Ridge, it may be said that Darby in his "View of the United States," represents the plain which contains the height of the Appalachian chain, as highest in the North-east, and gradually declining to the South-west—so that the Blue Ridge in Carolina ought to be of less height than in Virginia—over which railroad routes have been surveyed and found practicable; or in Pennsylvania, over which they have actually been constructed. I see in the article prepared by Judge Peck, of Tennessee, for Silliman's Journal, 1832, that the Blue Ridge has been estimated at four thousand feet; but it is added that the *ascent is so gradual* that the traveler can scarcely realize its superior height. If this be the case, it must present less obstacle than the abrupt ridges of Pennsylvania, over which the Allegheny and Portage railroad has ascended two thousand five hundred feet, and been a safe and easy passage.

In addition to this, an inspection of the large maps will show, that the Blue Ridge contains three or four *gaps*, near the interlocking waters of the French Broad, the Broad and the Saluda rivers; the route may, therefore, be set down as practicable.

2. As to the cost of construction, we can only say that, on an average of the cost of the Amboy and South Carolina railroads—one of sixty-one and the other of one hundred and thirty-five miles in length, and of the estimated cost of the Mad river railroad in Ohio, and of the Lexington and Ohio railroad in Kentucky, is not more than \$10,000 per mile; to which, if we add \$1,000,000 for the extra cost in the passage through the mountains, it will make \$7,000,000 for the cost of the noblest work of inland communication ever projected? What is the cost compared with the advantage? New York has granted a charter with \$10,000,000 to construct a railroad through her own State, and there is not wanting of capital to construct it;

and what is the result in that case compared with that, which, in this instance, would follow the union of several States—of cotton and grain growing countries—of mineral and commercial regions, in one vast chain of active, connected enterprise?

3. Of the *trade and productions* which are to sustain it.

The regions of the Carolinas produce cotton and rice; Ohio and Kentucky, grain, tobacco, pork, and beef. Their productions being different, there would be a large trade from this source only; but independent of that, Charleston is an Atlantic port, carrying on a large trade, in both exports and imports; hence, it would open a *new market* for the agricultural productions of the West, and a new supply for those of foreign countries. This argument alone ought to be sufficient for Northern Kentucky and East Tennessee, so far cut off as they now are from market.

There is still another source of commerce in the great variety and extent of the mineral region of Tennessee and North Carolina, through which this road would pass, and whose articles of export would be in demand at either end of the line. Among these articles are coal, iron, salt, slate, lead, zinc, and gypsum; a larger variety of minerals than probably any other portion of the United States presents. To these must also be added gold, which, though not of much advantage in the estimated carriage of a railroad, will, it is presumed, not be despised anywhere.

I am also informed by the most intelligent merchants, that Charleston would possess advantages over New Orleans, as a shipping port for the staple products of this district; that it would not only be reached by a shorter passage, but, owing to the course of the trade winds and gulf stream, would afford a quicker voyage to the West Indies, and other foreign parts.

I have now taken a cursory glance at the advantages of an Atlantic railroad, from Cincinnati to Charleston, South Carolina. Many other interesting facts, connected with this subject, might be adduced; but I feel persuaded that the rich city of Charleston—the States of Carolina, Kentucky, and Tennessee, with the city of Cincinnati—so much to be benefitted by such an enterprise, will not suffer the opportunity to escape of enriching themselves, doing honor to their country, and rivetting a new link in the chain of patriotism.

TUNNEL UNDER THE INDUS.—More than five years ago the work of building a tunnel under this river at Attock, was undertaken in accordance with a plan proposed by Col. A. Robertson. After the preliminary drifts from either side had been carried to within 285 feet of meeting, when, owing to insufficient provision for the work, and various accidents, it was abandoned. It is now, however, to be resumed, and if completed, will be the first railway tunnel under a great river.

The entire length of the tunnel will be 7,215 feet, its greatest depth below entrance 182 feet, depth of roof below bed of river 20 feet.

Tests of Ransom's patent stone under the British Government at Bombay, have been made, and, though under very unfavorable conditions as regards the supply of proper material, moulds and knowledge of manipulation, have resulted in a very favorable report.

Internal Navigation and Commerce of the West.

We have spoken in a former article of the connection between the Pacific Roads and the navigation of the great rivers of the West. We propose now to take a view of what that navigation is, and of the internal commerce of the West on streams and lakes; and first, we will begin with the statistics of vessels and tonnage, engaged in that commerce.

1. OF STEAM TONNAGE.—Unfortunately for exactness, the Statistics of the Government are never published for the past year, but are always delayed for more than a year. This, however, makes little difference in a general view of so vast a subject. We take therefore, the reports of 1866, as the basis of our remarks, they being the latest published by the Government. There are ten Steam Inspection Districts, and they report the following amount of steam navigation on Western waters, viz.:

	Steamers.	Tonnage.
St Louis District.....	195	86,048 tons.
Up. Mississippi District...	109	16,408 "
Louisville, etc., etc., " ...	138	41,710 "
Pittsburg " ...	170	44,768 "
Wheeling, etc. " ...	53	9,733 "
Cincinnati " ...	139	47,543 "
Chicago, Detroit, etc. " ...	245	44,000 "
Buffalo, etc. " ...	100	40,330 "
Cleveland " ...	68	23,224 "
Lower Mississippi " ...	237	61,530 "

Totals.....1,454 415,254 tons.

There is double the number of vessels and more than double the tonnage of steam navigation fifteen years ago. *Five hundred* of these vessels are enrolled on the River Ohio alone. *Five hundred and forty-one* were enrolled on the Mississippi, and *four hundred and thirteen* on the Upper Lakes. There is one observation occurs to us here, of great interest to the future of steam navigation. The Mississippi and its tributaries, *exclusive* of the Ohio and its tributaries, has at least five thousand miles of navigation. The Upper Lakes have at least twelve hundred miles in length only, which may be counted double, on account of the cross navigation between the British and American shores. The Ohio and its tributaries have only twelve hundred miles. If, as will be the case in the near future, the Mississippi and the Lakes have only *half* the proportion of steamboats which the Ohio has, the Mississippi will have 1,000 steamboats, and the Lakes 600, making an increase in the aggregate of 700 boats; and this we undertake to say will take place in the next half dozen years; for, as we stated in our article on the geographical relations of the Pacific Roads, with the navigable streams, the completion of those roads will immediately cause the navigation of the Mississippi and its branches, and the Lakes to tend towards those great arteries of the continent; and as towns and products of the great interior increase, the steam navigation

must also increase. It cannot be more than ten years, before there will be three thousand steamers on the waters of the West.

2. SAIL NAVIGATION OF THE WEST.—We have only the report for 1863, which, of course, must be less than that of 1866; but, that is sufficient to show that the sail navigation of the Lakes and the Lower Mississippi is already very great; and the statistics show that it is increasing at a most rapid rate. The following is the sail tonnage of the principal ports of the West in 1863, viz.:

Buffalo..... 98,000 tons.
Chicago, Detroit, etc., etc.....253,479 "
Cleveland, etc..... 99,734 "

Aggregate of Lake Ports..... 451,213 tons.

Here is an amount of sail navigation on the Upper Lakes alone, which is fourfold that of steam navigation from the same ports. When we consider the immense magnitude of Lakes Superior, Huron, Michigan and Erie, and that in fact, the shores of the former, except at the lower end of Lake Michigan, have scarcely begun to be settled; it is very evident that there is to grow up on those lakes a vast internal navigation.

3. FOREIGN TRADE OF WESTERN PORTS.—We take from the report on Finance for 1866, the following statement of the vessels cleared from Western ports, with the tonnage thereof. We take the clearances alone, because the entrances and clearances must necessarily be about equal, and of the same vessels:

TABLE OF TONNAGE CLEARED FROM THE PORTS OF THE WEST.

	In American		
	Vessels.	Foreign.	Total.
	Tons.	Tons.	Tons.
Buffalo (N. Y.).....	370,964	77,271	448,235
Dunkirk, ".....	1,008	2,509	3,517
Erie, Pa.....	2,945	14,844	17,789
Toledo, Ohio.....	2,440	6,944	9,384
Sandusky, ".....	2,398	4,070	6,468
Cuyahoga, ".....	29,551	43,796	73,347
Detroit, Michigan.....	228,165	305,257	533,422
Mackinaw, ".....	10,174	10,174	
Chicago, Ill.....	77,737	80,001	157,738
Milwaukee, Wis....	72,025	31,603	93,628
10 Lake Ports.....	776,333	576,069	1,352,402

This shows a most extraordinary fact, and certainly must surprise most persons, that nearly one-fifth of the tonnage engaged in foreign commerce is upon two lakes of the West; for all the above ports are on the waters of Lakes Erie and Huron. Let us now imagine the almost unbroken solitudes of Lakes Superior and Huron, peopled with millions, filled with towns, and resounding with the hum of industry. Imagine this, and in a few years all this will have come to pass. What must be the immensity of commerce and navigation on those great inland Seas! Accustomed as we have long been to contemplate the rapid and certain growth of the Republic and its commerce, and especially of the increasing magnitude of Western com-

merce, we confess to being astonished at these results. But, this table is of the foreign commerce of the lakes only. The rivers, except at New Orleans, have no foreign commerce. But, this foreign commerce is but a small part of the whole; and here we find a great defect in the statistics furnished by the Government. We have no statistics of the clearances and tonnage between our own ports, except merely the number and tonnage of enrolled vessels; which only gives results as to the vessels, and not as to the commerce. We trust that Congress will remedy this defect, and enable us to ascertain and compare the navigation and commerce between our own ports of the interior. The results would astound those who think that foreign commerce is everything.

Southern Railroad.

From the following it will be seen what the State of Tennessee is doing for the purpose of meeting a railroad from Cincinnati. True all the appropriations made do not so apply, but those of \$800,000 to the Knoxville and Kentucky; \$200,000 to the Cincinnati, Cumberland Gap and Charleston; \$150,000 to the Knoxville and Charleston; \$100,000 to the East Tennessee and North Carolina; and \$300,000 to the Edgefield and Kentucky does. They will be ready to meet us before we get there. Tennessee is awake and understands her interest, and if Cincinnati has decided that she does not want her trade, she will, in mortification and sadness, have to look elsewhere. The appropriations were:

A bill has passed the Tennessee Legislature which appropriates in State bonds to the various railroads of the State now in operation or projected, \$4,550,000, namely: Knoxville & Kentucky, \$800,000; Nashville & Alabama, \$300,000; Cincinnati, Cumberland Gap & Charleston, \$200,000; Nashville & Decatur, \$300,000; South-western, \$300,000; Memphis & Charleston, \$300,000; Mississippi Central, \$200,000; Mississippi & Tennessee, \$100,000; Tennessee & Pacific, \$800,000; Knoxville & Charleston, \$150,000; East Tennessee & North Carolina, \$100,000; Nashville & North-western, \$550,000; Edgefield & Kentucky, \$300,000; East Tennessee & Virginia, \$50,000.

BESSEMER STEEL RAILS.—The Terrenoire Company have just accepted an order for two thousand tons of Bessemer steel rails for the France Eastern Railway Company, at the rate of \$68.16 per ton delivered at Sainrncage, which represents about \$67.4½ per ton at the works.

Evans' Pass, the highest point between the Atlantic and Pacific oceans—elevation 8,242 feet above tide level—will be reached by the Union Pacific Railroad in January. Work on the rock cuttings on the western slope will continue during the winter so that the track-laying may be resumed early in the spring.

Finances of Ohio.

GOVERNOR'S MESSAGE.

The Annual Message of Gov. Cox, refers to many interesting topics, from which we extract the following:

FINANCES.

The reduction in the burdens of taxation, of which the estimate was presented in my last message, was carried into effect under the legislation of last winter, making a saving of three millions of dollars to the people. This was mainly in consequence of the cessation of the extraordinary expenditures belonging to a state of war, and the resumption of the ordinary routine of peaceful life.

RECEIPTS.

The balance in the Treasury on the 15th November, 1866, was \$1,021,251 68; the receipts during the last fiscal year were \$5,155,703 45; making the total amount of funds in the Treasury during the year, \$6,176,955 13.

DISBURSEMENTS.

The disbursements during the year have been \$5,498,864 34, which amount has been paid out from the several funds in the sums following, viz:

From General Revenue	\$1,777,265 17
" Canal Fund.....	22,091 09
" Sinking Fund (State debt and interest).....	1,864,084 14
" Common School Fund.....	1,469,936 00
" Soldiers' Relief Fund.....	167,722 03
" All other funds.....	196,866 91
Bal. in Treasury Nov. 15, 1867...	677,990 79
Total.....	\$6,176,955 13

ESTIMATES FOR 1868.

The estimates of the Auditor of State for the coming year, based upon levies heretofore authorized, and the probable requirements of the several funds, are as follows:

Receipts from all sources, including balances..... \$4,717,119 79

DISBURSEMENTS.

Civil exp'ditures....	\$1,442,139 74
Sinking Fund.....	1,506,939 00
School Fund.....	1,361,628 00
Smaller Funds....	29,926 09
	\$4,340,632 83
Estimated bal., Nov. 15, 1868....	\$376,486 96

TOTAL LEVY.

The whole amount of taxes levied by the State Government during the year has been \$16,888,437 34, of which all except the amounts above reported as collected for the State Treasury, has been collected and disbursed in the counties, cities and villages for local purposes. The delinquencies and costs of collection have been more than ordinarily light, amounting in all to but 2 8-10 per cent. of the total levy.

VALUATION OF PROPERTY.

The valuation of the property of the people of the State upon the grand duplicate is \$1,138,754,779, being an increase of \$32,545,858 upon the valuation of last year. This increase is, in a very great measure, owing to the increased accuracy and care in the administration of the laws, and the growing familiarity of local boards of equalization with their duties under the statutes.

PUBLIC DEBT.

The Commissioners of the Sinking Fund have, during the year, paid \$782,826 58 of the funded debt of the State, leaving outstanding \$11,031,941 56. The question of providing for the installments to be paid during the next three years will be before you. The present rate of levy will not be quite sufficient for the purpose, about \$450,000 being required in addition to what will be raised thereby. The recommendation of the Auditor of State, that a brief temporary loan be made for the purpose, is supported by the fact that it is very probable that the present rate of taxation, without increase, would, in a very short period, pay both the succeeding installments of the debt and the loan thus raised; the expenditures from the Treasury being exceptionally large at this time, by reason of the erection and enlargement of benevolent institutions, and the necessity of refunding to the National Bank taxes which have been adjudged by the courts to have been unlawfully collected. I, therefore, concur in the Auditor's recommendation.

RAILROADS, ETC.

The Commissioner of Railroads and Telegraphs has, in the comparatively short time since his office was created, made thorough investigation of the history, cost, construction, management, etc., of the various lines within the State. The collection and arrangement of these facts in accessible form, is in itself of very great value, and not only affords a reliable basis for legislating upon this important class of interests, but exhibits to the world the most authentic evidence of the extent to which great public improvements have been carried in Ohio. The practical suggestions of the Commissioner upon the many delicate and intricate questions arising between the people and these useful corporations, are worthy of the most careful consideration.

St. Louis and Southern Trade.

The following from the Charleston, Mo. *Courier*, shows the efforts being made by St. Louis to reach by rail the connecting point with the Southern system of railroads:

"From the way they crowd the work, there is little danger of default on their part, and when we consider that the whole estimating, measuring, receiving and certifying passes through their hands, it is evident that they have no idle time, and may well exclaim with the poet,—

'E'en Sunday shines no holiday for me.'

So far the work on this end of the road—admitting Mr. Stephenson's estimate—and allowing for contingencies—the iron horse will be snorting along the first fifty miles in less than a year after the line was selected; and if the tunnel in Bollinger county can be finished, a year from now will see the road completed and cars through from St. Louis to Belmont, so the river can freeze up or go dry if it chooses, without anybody caring what it does.

One thousand tons of iron have been landed at the Belmont switch, and the Atlantic Company, who have the contract to bring it from New Orleans, will deliver more or less from each boat, which will be about three times a week; the iron for the upper end is from Pittsburg, and will be delivered as fast as needed.

If there has been any delay, it certainly is not Mr. Allen's fault."

Railway Progress in Europe.

[From the London Examiner.]

When, in 1834, the Duke of Wellington dispatched Mr. Hudson to Rome to inform Sir Robert Peel that he had been called upon by King William IV. to form a Ministry, it was thought a marvel that the messenger was able to complete his journey on the twelfth day after that on which he had left London. Bound on an analogous mission, a Mr. Hudson of the present day would give but a poor account of his journey if he said that he was occupied upon it even a fourth of that time. By the old roads the distance was a little under 1,300 miles. By railway, the distance, via the Mont Cenis passage of the Alps, is 1,350 miles. In 1834 the cost of Mr. Hudson's journey was about £250. Had he occupied eighteen days instead of twelve, and traveled by the ordinary postal conveyances of the period, he would have paid about £30. The first-class fare between London and Rome now does not exceed £13. The traveler who leaves London on any morning, let us say on Monday, at 7:30 o'clock, can reach Turin, 799 miles, including a sea passage of twenty-two miles, and fifty of ordinary road conveyance, across the Mont Cenis, as the chimneys of the Duomo are striking the 11:45 on Tuesday night. When the Mont Cenis Railway is open, the saving in the passage across the mountain will enable him to push on to Florence the same night, but until then he must repose at Turin until 7:45 the following morning. Resuming his journey he will be in the capital of Italy, 323 miles further south, at 8 that evening, and he can start an hour afterward for the Eternal City. The distance from Florence to Rome, 233 miles, can be accomplished in nine hours and twenty minutes, in which are included frontier *visa* both of luggage and of passport. After a break of four hours he may start again for Naples, 163 miles further than Rome, and 1,518 from London, and here he arrives at 6:30 P. M. on Thursday evening, three days and eleven hours from the time he left home. When the Mont Cenis Railway is completed the time will be shortened by nearly twelve hours.

In 1834 the *Malle Poste* journey from Paris to Marseilles took eighty hours, the roadway being 530 miles distance. In 1867 we leave Edinburgh at 7 o'clock in the evening, the next evening at 6 we are in Paris—697 miles—and the following day at noon we are at Marseilles. Yet Edinburgh and Marseilles are 1,239 miles apart—our pace, including breaks and stops, has been thirty miles an hour while traversing the whole distance; exclusive of the breaks and stops, five-and-thirty. Roughly estimated, the number of persons who traveled by mail and stage coaches throughout the United Kingdom in 1837, the year before the partial opening of the railways between London, Birmingham, Liverpool and Manchester, was 2,688,000. If to these be added 25 per cent. as representing travelers with post horses, in wagons and canal-boats, we have a gross total of land and canal travelers of about 3,360,000; or an eighth of the total population of the Kingdom at that time. In 1865, the latest year for which the Board of Trade returns have, as yet, been issued, the number of passengers carried on railways (including an allowance of 100 journeurs for each annual ticket-holder) was 261,577,415; more than eight times the total population of the Kingdom. The number of persons traveling on public roads to and from railways is believed to be fully as

great as it was by roadway conveyances in 1837. In other words, land traveling in the United Kingdom has *de facto* increased nearly ninety-fold in eight-and-twenty years. Comparing the population at the two periods the increase has been sixty-four fold. In 1837 the class of all others that rarely traveled, except by nature's means of locomotion, was the classes. In 1865 the number of third-class travelers by railway was 151,416,269. There is something marvelous about the development of this third-class traffic. In the seven years between 1859 and 1865; both inclusive, the yearly average increase of first-class passengers was 1,494,122; of second-class, 3,776,905, but the average yearly increase of the third-class was 9,316,432. This increase must, however, be looked at in another way. In the four years 1859 to 1862 its average was 4,293,310, but the increase of 1863 over 1862, was 15,617,917; of 1864 over 1863, 15,229,183; of 1865 over 1864, 15,114,688. It is impossible to state what were the amounts of goods and merchandise that was conveyed in the United Kingdom previous to the opening of the railways. The 2,000 miles of canal navigation which we possessed at that time (of which 213 were in Scotland, and 297 in Ireland) were, on the whole, a good, though by no means a high commercial investment. Notwithstanding railway competition, the value of canal property rather advanced than retrograded between 1837 and 1846. In 1867, of 22 canal companies, particulars of which are stated in the ordinary dividend lists, the amount per cent. paid per annum varies from 2 to 28. The average is about 5 per cent. There is but one in the whole list that does not pay any dividend on its capital. The amount of that capital is £450,000. Of the profits of the Bridgewater and Elzemer canals, being private property, all that can be stated of them is that they are known to be very large. At the early period of the history of railways, goods formed but a small portion of their traffic. Indeed, until about 1846 the proportions per cent. were at about 15 to 85. It took nearly 12 years before the London and Birmingham Railway obtained the amount of goods traffic estimated when the company's bill was before Parliament. In 1866 the London and North-western Company, with a total length of 1,290 miles, carried 15,425,119 tons of goods and minerals. In 1865 the total length of the railways of the Kingdom was 13,289 miles, and during the year they carried 36,787,638 tons of merchandise, and 77,805,786 tons of minerals. They also carried 14,530,937 head of cattle. The receipts from these three sources were £19,317,475, while those from passenger traffic and all that appertains to it were £16,572,051, the proportions being about 34 to 46 per cent. The supply of coals to London has, for the first time in 1867, exceeded the supply by water, and it will increase in consequence of the facility that will be obtained by the extension of the Midland Railway to London. At the end of 1865 there were 7,414 locomotives in working order, and during that year they ran 139,427,127 miles with trains behind them. They evaporated as much water as would supply both Manchester and Liverpool with 30 gallons per inhabitant for each day in the year. In the generation of steam only they consumed about 2,625,000 tons of coal.

In 1855 the Post-office availed itself of the railways to the extent of 27,100 miles a day; in 1862 to 49,782. In 1866 the daily postal service on railways was as stated in evidence before the Royal Commissioners, 60,000 miles

—equal (deducting much diminished service on Sundays) to 18,780,000 miles a year; about 1,450,000 miles more than the postal service on French railways, which in 1865 was 17,331,250 miles. Through the facilities afforded by railways, four hundred and ten towns had, in 1865, a day and night mail to and from London, fifty-seven have three daily from London, nine have four, and six have five. All over the country mails are unceasingly passing backward and forward, and in consequence the number of letters delivered by the Post-office has increased from 456,000,000 in 1855, to 720,000,000 in 1865. The progression of the railway system of Great Britain has been as follows:

On the 1st of January, 1843, 1,857 miles were open for traffic; at the same date in 1849, they had increased to 5,007 miles; on the 1st of January, 1855, they were 8,054 miles; eight years afterward, that is, on the 1st of January 1863, 11,551; that day twelve months, they were 13,352; on the 1st of January, 1866, they were 13,289. The latest statistics show that there are about 53,000 miles of railway in Europe. The following were the lengths open in different countries at the commencement of the present year: The United Kingdom, 13,882; France, 8,989; Prussia, 5,483; the Austrian dominions, including the non-German provinces of Austria, 4,001; Bavaria, 5,208; Saxony, 1,587; Belgium, 1,910; Italy, 3,040; Spain, 3,216; Russia, 2,893; North and South America, 37,886; (of these 32,896 belong to the United States, and about 16,000 miles are in course of construction there; India, 4,070, Australia, 669. Railways are completed for opening all over the world at the rate of about 10,000 miles per annum; 35 miles for each working day throughout the year.

The Fifteen Inch Armor-Plate.

Sir John Brown has signalized his new knighthood, by rolling an armor-plate 15 inches thick, and weighing 21 tons, a plate over 20 feet long and four feet wide. The plate is pronounced sound, although this can only be fully ascertained by cutting it up, and it is not impossible that a portion of it may be brought under the fire of the 9 inch gun, firing Palliser shot. The plate, it is to be remembered, was produced with the same furnaces and rolls as those put up for making 4½ inch to 9 inch plates, and it cannot, therefore, be said to represent any new attainment in the means of producing heavy plates. Such plates have not been, heretofore, rolled, only because they have not been asked for. No ship, yet built, could carry them; but it is now possible that they may be adopted for casing forts. Messrs. Cammell & Co. have already made sample plates 14 inches thick, and, with the same plant, it is, of course, as easy to roll a 15 inch plate at the Cyclops Works, or at Barrow, as at the Atlas Works. The one rolled on Friday, consisted of five 3 inch and one 6 inch plates, laid up in a pile 21 inches thick, and welded together by rolling down with a reduction of hardly more than one-fourth their original total thickness. The absolute reduction in thickness is, indeed, hardly greater than that in rolling 4½ inch plates, which are rolled down from four to 2½ inch plates, piled together, and having, therefore, a total thickness of 10 inches. To bear this distinctly in mind, is in no way to really disparage the fact of rolling a 15 inch plate; but we are not to forget that there are some uninformed persons who imagine that the difficulty in making tough rolled plates in-

creases at least in proportion to their thickness; if not, like their resistance to shot, as the square of their thickness. Only let the War Office, or the Admiralty order 15 inch plates, and a number of firms would be found ready, with long existing plant, to supply them.

The *Times* has a really clever article, describing the rolling on Friday last—an article after the manner of Victor Hugo, and likely to produce a sensation, and a desirable and genuine sensation, among the multitude, who know so little of iron-making. It hardly needs correction where it says the plates are rolled between steel rollers as our readers know they are of chilled iron. The *Times* gives the credit of the victory of rolled vs. hammered plates to the Atlas Works, not undeservedly, we think. But we are reminded of the effusion of a certain poetic wag, in Sheffield, in 1861, who sang to the air of "The King of the Cannibal Islands:"

"Now hammer'd iron's brittle stuff;
When roll'd, it's fibrous, strong and tough—
At least they say so—tho' it's enough—
At the Atlas Steel and Spring Works"

The article to which we have referred thus describes the provisions for obtaining a good heat among the slabs of which the single plate is formed:

"One of the great difficulties in making these thick armor-plates, was found to be that of securing a uniform heat—that is to say, a heat which should penetrate the centre of the mass, so as to secure a perfect weld, without being so great and long sustained as to melt the upper layers. This difficulty is overcome most ingeniously at the Atlas Works. Between each layer of slabs a number of cubes of highly carbonized iron, about an inch square, are placed so as to keep each slab apart from the others. This allows the whole mass of flame and heat to circulate freely between them, so that all attain the same degree of heat at almost the same time. As the intense ardency of the furnace increases, these cubes are gradually melted. In the act of melting they restore to a certain degree the carbon which has been burnt out of the slabs by previous processes, and as they melt, allow each slab to settle down, when, like a cement, their melted metal forms a perfect weld. It is not till this has been effected, and the now perfect plate is heated to an almost blinding whiteness, that the mass is withdrawn from the furnace and has to be rolled."—*London Engineering.*

CANADIAN RAILWAYS.—The length and cost of construction of the railways in the New Dominion, are to be shown:

	Length in Miles.	Cost.
Grand Trunk.....	1,337	\$16,383,033
Great Western.....	315	4,901,892
Northern.....	97	1,121,062
Brockville & Ottawa.....	86½	534,657
Prescott & Ottawa	54	412,800
Port Hope, Lindsay and Beavertown.....	43	327,437
Port Hope & Peterboro.....	13	82,191
Cobourg & Peterboro.....	14	184,931
London & Port Stanley..	24½	212,229
Welland.....	25½	333,460
Carillon & Greenville.....	13½	19,536
St. Lawrence & Industrie	12	11,116
Stanstead, Shefford and Chamby.....	44	249,862
Nova Scotia.....	133	1,300,000
New Brunswick.....	214	1,700,000

Total.....2,455½ £27,974,215
Equal in Federal money to \$139,871,075.

MONETARY AND COMMERCIAL.

The market for loans has not been as stringent during the past week as heretofore, and all really first-class paper has been readily absorbed by the discount houses. There is, however, a good deal of selecting, and paper not known, or unsatisfactory has been thrown on the street. The rates for acceptable paper to customers has been from 9@10 per cent., while the out door transactions have had a much wider range, say from 12 to 18.

Exchange has been more plenty and rates are easy at the quotations:

	Buying.	Selling.
New York.....	par	1-10 prem.
Philadelphia.....	par	1-10 prem.
Boston.....	par	1-10 prem.
Baltimore.....	1-10c dis.	1-2 prem.
Silver.....	24@25c prem.	27@28c prem.
Gold.....	36½c prem.	36½c prem.

Gold has had an upward tendency during the week and the market is stronger. The daily fluctuations have been as follows:

	Opening.	Highest.	Lowest.	Closing.
Jan. 2.....	131½	133½	133½	133½
" 3.....	133½	133½	133½	133½
" 4.....	134	14½	134	134½
" 5.....	134½	135½	134½	135½
" 6.....	135½	137½	135½	137½
" 7.....	137½	137½	136½	136½
" 8.....	136½	137½	136½	136½

The *Tribune* of Wednesday, says of the New York Market, that money on call is in better supply, and loans have been made on mixed collaterals at 5 per cent. We quote at 5@7 per cent. In commercial bills no change.

Government securities continue in demand, at advancing rates. State stocks are higher. Missouri 6s selling at 99½. Railway mortgages are firm. Western Union Telegraph was active and higher. The Railway share market was firm all day, and higher prices paid on the general list. Milwaukee and St. Paul stocks were in special demand, and sales of the Common were made at 49½. The market closed excited and irregular, at a decline of ½@¾ per cent. on the active shares.

The aggregate amount of exports, exclusive of specie, from the port of New York to foreign ports for the week ending January 7, 1868, was \$2,500,234.

The following is a statement of the public debt of the United States on the 1st of January, 1868:

DEBT BEARING COIN INTEREST.	
Five per cent bonds.....	\$204,929,800 00
Six per cent bonds of 1867 and 1868.....	14,690,941 80
Six per cent bonds of 1881..	283,676,600 00
Six per cent five-twenty bonds.....	1,373,804,750 00
Navy Pension Fund.....	13,000,000 00
Total.....	\$1,890,102,091 80

DEBT BEARING CURRENCY INTEREST.	
Six per cent bonds.....	\$20,713,000 00
Three year compound in- terest notes.....	46,244,780,00
Three year seven-thirty notes.....	238,268,450 00
Three per cent certificates..	23,265,000 00

Total.....\$328,491,230 00

MATURED DEBT NOT PRESENTED FOR PAYMENT.

Three year seven-thirty notes due Aug. 15, 1867..	\$2,022,950 00
--	----------------

COMPOUND INTEREST NOTES MATURED.

June 10, July 15, August 10, October 15, and Dec. 15, 1867.....	\$9,952,810 00
Texas indemnity bonds.....	257,000 00
Treasury notes, acts of July 17, 1867, and prior there- to.....	162,811 64
Bonds of April 15, 1842....	54,061 64
Treasury notes, March 3, '64	716,192 00
Temporary loan	2,674,815 55
Certificates of indebtedness	31,000 00
Total.....	\$15,871,640 83

DEBT BEARING NO INTEREST.

United States Notes.....	\$356,159,127 00
Fractional Currency.....	31,597,583 85
Gold Certificates of Deposit	20,104,580 00

Total.....	\$407,861,290 00
Total debt.....	2,642,326,253 48

AMOUNT IN THE TREASURY.

Coin.....	\$108,430,253 67
Currency.....	25,770,349 71
Total.....	\$134,200,603 38
Amount of Debt less cash in the Treasury.....	\$2,508,125,250 10

PASSENGERS

Purchasing Tickets via

Baltimore & Ohio R.R.

-TO-

BALTIMORE,**PHILADELPHIA,****NEW YORK, and****BOSTON,**

HAVE THE PRIVILEGE OF GOING TO

WASHINGTON**FREE!****Fare to Washington City same as to Baltimore.**

JNO. L. WILSON, Master of Transportation.
 L. M. COLE, General Ticket Agent.
 JNO. W. BROWN, General Passenger Agent. } Dec. '67.

KENTUCKY**Silver Lead Lands,**

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

SUSPENSION

COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets $2\frac{3}{4}$ inches in width, and under. For Tickets over $2\frac{3}{4}$ inches in width.

SIZE NO. OF	PRICES.	SIZE NO. OF	PRICES.
NO. FORMS.		NO. FORMS.	
1 64	\$37	11 64	\$38
2 96	40	12 96	42
3 144	46	13 144	48
4 192	54	14 192	57
5 256	62	15 252	65
6 320	70	16 320	75
7 400	80	17 400	85
8 500	90	18 480	95
9 600	100	19 600	110
10 720	115	20 700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
 Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St, Cincinnati, O

WRIGHTSON & CO.,**Railroad Printers**

167 Walnut Street,

CINCINNATI, O

HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,*Bills Lading,**Way Bills,**Blank Books,*

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Got out in first-class style, and at as low rates as any establishment in the country.

R. W. CARROLL & CO.

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BOOKSELLERS AND STATIONERS,

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CINCINNATI, O.

Keep always in stock a full assortment of

BOOKS & STATIONERY AT LOWEST PRICES.

BLANK BOOKS,

Of any desired pattern made to order promptly.

Particular attention paid to BLANK BOOKS and BLANK WORK for

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MANUFACTURERS, EXPRESS COMPANIES,
PUBLIC OFFICES, Etc., Etc.

BINDING OF ALL KINDS NEATLY EXECUTED.

Those desiring FIRST CLASS BOOKS can have them done satisfactory at reasonable prices.

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WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.&D.&M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. E. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indiana at
Aug. 2, 1866.]

THE

STEAM SYPHON PUMP

IS THE

Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.
WITH THE

STEAM SYPHON WATER-STATION

a locomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use

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NEW YORK.

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Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

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CINCINNATI.

THROUGH —FROM— CINCINNATI TO NEW YORK

WITHOUT CHANGE OF
COACHES!

—VIA—

Atlantic & Great Western R'y.



PASSENGERS leaving CINCINNATI by the A. & G. W.
Railway, on Saturday Morning, by the 6:00 a.m. Lightning
Express, go

THROUGH TO NEW YORK

Without Detention arriving in New York 3:15 p.m. next
day, Sunday.

2 Through Lightning Express Trains for New York,
Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave	Cincinnati.....	6.00am.....	7.00pm
"	Dayton.....	8.20 ".....	9.15 "
Arrive	West Salem.....	1.40pm.....	4.03am
"	Leavittsburg.....	4.40 ".....	7.30 "
"	Meadville.....	7.05 ".....	10.15 "
"	Susquehanna.....	7.30am.....	10.38pm
"	Paterson.....	2.33pm.....	6.17am
"	New York.....	3.15 ".....	7.00 "
"	Boston.....	6.00am.....	5.00pm

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

THE NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily; Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scripti a, unequalled by any Rail ay on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for all
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

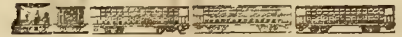
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at north-east corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices in the West and South-west.

W. B. SHATTUC, Gen'l Ticket Agt. L. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:30 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:22 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a. m.; Allentown at 12:30 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

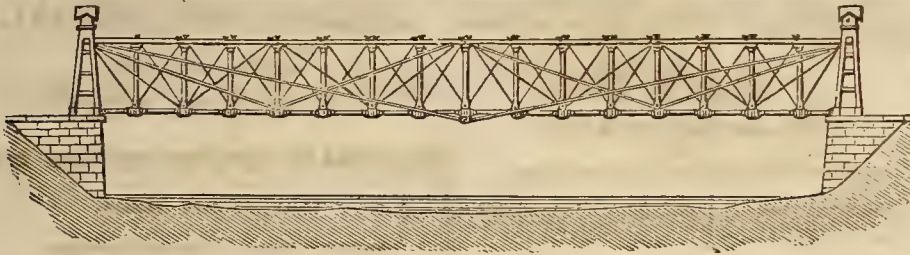
Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.
F. B. LORD, Gen'l Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

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Letter Box, 1392.

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M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and railroad work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and finish of all the details. Our long experience and opportunity of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

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ENGINEERING & TELEGRAPHIC

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21 WEST THIRD STREET, CINCINNATI.

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Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,

No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
my 11

Pittsburg, Pa.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

Productive Wells all

around them.

FOR SALE BY

T. WRIGHTSON

167 Walnut Street,

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MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

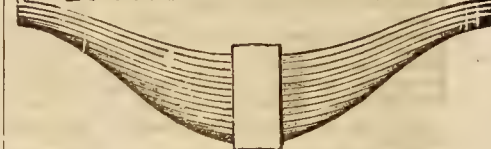
RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shop in Philadelphia. Employing only the most experienced workmen and best material, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight. All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for the celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,
Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery*, heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and at a rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

AUGUST 25th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	11:45 P. M.
For St. Louis and Cairo and Louisville.....	5:45 P. M.	6:10 A. M.
For Louisville—Special Train	3:45 P. M.	1:50 P. M.

One Train on Sunday, through to St. Louis and Cairo at 5:45 P. M.
Sunday evening train at 5:45 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run CINCINNATI Time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
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On Sundays: 4.30 A. M.; 11.30 P. M.
Leave Baltimore for North and West: 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. Express

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4.15 A. M. and 11.0 P. M. Leave at time for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, { Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, JANUARY 16, 1868.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING.

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

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	DEPART.	ARRIVE.
Morning Express	7:00 P. M.	6:10 A. M.
Night Express.....	6:00 A. M.	6:00 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 P. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		

Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:30 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:00 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.
Louisville Special Train.....	3:45 P. M.	1:50 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:40 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:25 P. M.
Pittsburgh & New York Express.....	8:40 P. M.	10:35 A. M.

FROM A SOUTHERN STANDPOINT.

CONNECTION

BETWEEN

Cincinnati & Southern Railroads,

AS CONTEMPLATED IN

1835.

Last week we gave the initiatory step, so far as we have, at present, the records to show, of the proposed construction of railroad connections with the grand Southern system of roads. It is astonishing to see what an amount of "wind work" it requires to level hills, fill up valleys, cut down forests, blast rocks, bridge over chasms, lay rails, drive spikes, and run a railroad. The number of times that this road has been resolved into existence is "as numerous as the sands of the sea shore," yet the only means of reaching Charleston and the intermediate territory is to go a "round-about way" or take "Shank's mare." The last, though slow, is both "safe and sure," and is generally adopted as a "dernier resort."

The South, in addition to their "Resolves" have done much more than we have, and have made substantial progress. And notwithstanding their impoverished condition, they are still at it; while we with all our vaunted wealth and superior skill and enterprise are unable to "hold up our end of the string," after leading them on to spend millions where we have spent but thousands to accomplish a result, the benefits of which are understood to be mutual.

But, thank God, although men die, ideas live, not merely for the moment, but like truth, for eternity. Hence, we trust this idea, the offspring of such men as WILLIAM HENRY HARRISON, Dr. DANIEL DRAKE, Gen. JAMES TAYLOR, and other notables, and that has ever given the brightest tinges to Cincinnati's dreams of her glorious future, may yet assume tangibility and become *au fait accompli*.

At an adjourned meeting of the Citizens of Charleston to receive the Report of the Committee, held on the 4th November, 1835, the Intendant resumed the Chair, when Gen. Hayne, from the Committee of Fifteen, submitted the following

REPORT:

The Committee appointed at a meeting of the citizens of Charleston, to take into consideration the proceedings of the citizens of Cincinnati, in reference to "the extension of a railroad from the Ohio river into the State of South Carolina," &c., have had the subject referred to them under consideration, and recommend that their fellow-citizens do respond to the appeal which has been made to them by the citizens of Cincinnati, by the

adoption of the Address and Resolutions herewith submitted.

Robert Y. Hayne, Chairman.

James Hamilton,	Chas. Edmondston,
James G. Holmes,	Mitchel King,
Chas. J. Colcock,	H. W. Conner,
John Robinson,	John Stoney,
S. P. Ripley,	Thomas Bennett,
Ker Boyce,	B. J. Howland,
Alex. Black,	J. N. Cardozo.

RAILROAD

FROM

OHIO TO SOUTH CAROLINA.

ADDRESS.

The citizens of Charleston have received, with deep interest, and perused with the most lively satisfaction; an account of the proceedings of the citizens of Cincinnati, in relation to a contemplated railroad from some point on the Ohio river, "into the State of South Carolina." To the appeal which has been made to us by the Committee of Correspondence, composed of highly respectable citizens of the States of Kentucky, Indiana, and Ohio, we are prepared to respond in the most cordial manner, and have no hesitation in pledging ourselves in advance, not merely for the citizens of Charleston, but for those of the whole State; that South Carolina will not be found wanting, but on the contrary will be prepared to do her part in the prosecution of so noble an enterprise. The idea of opening a commercial intercourse between the West and South, by means of a railroad connecting the valleys of the Ohio and Mississippi with the Atlantic ocean, at some point within this State, has long been entertained by our most intelligent citizens. One of the ablest and most estimable of our fellow-citizens, the late Stephen Elliott, seven years ago pointed out through the columns of the *Southern Review*, the facility with which the commerce of the West could be brought to Charleston by a railroad, by which "in six days, produce might be taken from the confluence of the Ohio and Mississippi to this city, and in five days a return cargo be delivered at the same point."* At the very inception of our great work, the Charleston and Augusta Railroad, (now so happily accomplished) as well as at every stage of its progress, it has entered into the calculations of all, to seize the first favorable occasion, so to extend this road, as to make it a great highway of communication between the South and the West. Public attention has from time to time been called to this subject, which indeed has never for one moment been lost sight of, and if no efficient measures have as yet been adopted for its accomplishment, our apology must be found, in the magnitude of the undertaking in which we were already engaged—the most extensive railroad yet constructed in the United States—the completion of which, was justly considered as the first step towards the grand and magnificent enterprise which is now under consideration. Early in 1833, "a statement" was published by Mr. Poinsett, at the instance of Mr. James Nicholson, showing "the comparative advantages of Charleston over all the cities South of New York, which are constructing railroads and canals to facilitate their communication with the country West of the Alleghenies," to which is appended an interesting

*See Appendix A.

letter from Charles Edmondston, Esq., conveying a mass of valuable information on this subject.† In the address of the President of our railroad company, the late Elias Horry, on the completion of the road in 1833, this subject was distinctly brought before the public, and the extension of our railroad to Knoxville, Tennessee, earnestly recommended. He states that two conventions had been held, one in June, 1831, at Estilville, in Virginia, and the other at Ashville, in North Carolina, in 1832, "to collect the best information, in order to obtain and strike out a new and useful route to connect the trade of the Ohio river and the great valley of the Tennessee, with the Southern States." At both of these Conventions the interests of Charleston were represented,† and consequent upon the proceedings of the latter, an appropriation of \$1,000 was made by our Legislature, "to defray the expenses of a survey within the limits of South Carolina, with a view to the location of a railroad for connecting the Atlantic and Western waters"—but for want of the co-operation of North Carolina, nothing has as yet been done under this appropriation.

The period, however, has at length arrived, when this work can no longer be neglected without a criminal supineness, and fatal disregard of our own best interests, as well as the duties, which we owe to ourselves, and our posterity. The voice which has reached us from the banks of the Ohio, invoking us, "as the oldest Southern member of the original thirteen," by every consideration of patriotism and duty, to set an example to the younger States, "by *leading the way* in this national enterprise," makes an appeal to our sympathies, which cannot, and will not, be disregarded.

We have examined with much attention, statements and calculations contained in the Report of the Committee to the citizens of Cincinnati, as well as those embraced in the letters of E. D. Mansfield, John S. Williams, and Ezekiel Birdseye, which accompany the report, and as far as our present information enables them to judge, they seem satisfactorily to establish the following positions:

1st. That it is essential to the prosperity of the Southern and Western States, and the full development of their resources, that they should be connected together by a railroad, extending from the Ohio river to the Atlantic.

2d. That such a highway would lay open an extensive region to the North and West, which is now cut off from all commercial intercourse with the South, and thereby open a door to a trade, the extent and value of which, it is impossible for the most ardent imagination even to conceive.

3d. That such a work is practicable, and can probably be effected in a few years, and within the means of the States through which it must pass.

4th. That the most practicable, and the cheapest, as well as the shortest route—with regard both to distance and time, must be one which shall be connected at some point with the Charleston and Augusta Railroad, and which must, therefore, terminate at Charleston.

We do not deem it necessary on this occasion, to exhibit in detail, all the data on which these calculations are founded. This has been so fully and ably done in the documents

to which we have referred, that it is unnecessary at this stage of our proceedings, to do more, than merely to lay before our fellow-citizens a summary of the most material facts and arguments, by which these positions are supported. Aiming at nothing more, at this time, than to direct public attention to this subject, so as to induce our fellow citizens, at once, to institute those preliminary inquiries, which are indispensable to an enlightened and judicious course of action—we shall content ourselves with a few brief statements and illustrations—chiefly derived from the documents before us—which we trust, however, will be amply sufficient to ensure the zealous support of the people of this State, for the measures we shall recommend; and which may also serve to satisfy our Western brethren that we are disposed to act promptly, zealously, and efficiently on this highly important subject.

On casting our eyes over the map of the United States, we are immediately struck with the separation between the Atlantic and the Western States, by the range of mountains running from the North-east towards the South-west—terminating in Alabama—and forming a natural barrier between these extensive and fertile portions of our common country. The water courses which take their rise East of the Alleghenies, flowing into the Atlantic, and those issuing from the Western face of the mountains, passing off by the Valley of the Mississippi into the Gulf of Mexico, have tended widely to separate those, who are required by their political, social, and commercial interests, to be closely united. In the infancy of our Republic, it was not to have been expected, that any strenuous efforts would have been made to overcome, what many considered as not only a natural, but an insurmountable barrier, between these two portions of our Union; and we believe the impression has been very general, that the South and West would at no distant day, be divided into two great empires, having as little connection with each other, as if they had belonged to the different continents. The rapid increase of our population, however, the wonderful development of our resources—and above all—the astonishing improvements in science and art—and especially in the application of the mighty power of steam to machinery—has given an impulse to our whole country, which has impressed the public mind, with a deep and settled conviction, that to American skill, enterprise and perseverance, nothing in the way of improvement is impossible. By the aid of this power, added to the general impulse which has been given to the human mind, we have in our own times been enabled to make greater advances in the last half century, in civilization, refinement and wealth—in every thing, in short, which tends to elevate the condition of mankind—than was effected in the thousand years immediately preceding. Steam has changed the face of the world, and the fortunes of the human race. And if "time and space" have not been "annihilated," the inhabitants of remote regions have been brought into neighborhood, and a commercial and friendly intercourse established among those, who, but a short time since, were strangers to each other. Turning again to the map, and tracing (with the aid of the documents before us) the lines of communication, which now exist between the East and the West, we find, that from the seven States bordering on the Ohio, or watered by its tributary streams—consisting of Western Virginia and Pennsylva-

nia, Ohio, Indiana, Illinois, Kentucky and Tennessee—there are but two great highways of communication with the ocean, for general commercial purposes. The first reaches the Atlantic by several distinct routes between New York and Norfolk, the latter, by way of the Mississippi and New Orleans, leads to the Gulf of Mexico, while the whole intermediate space, embracing the sea coast of Virginia, North and South Carolina, Georgia, Florida, Alabama and Mississippi, estimated at more than 2,000 miles in extent—"there is no direct communication with the Valley of the Ohio, even by a good post-road;" so, "that the mail to the Northern frontier of Georgia and the Carolinas—not 300 miles distant from the banks of the Ohio, is actually sent by Washington in the District of Columbia, on a route nearly four times as long." This simple statement is conclusive, to show the pressing necessity of opening a direct communication between these two great regions, now so widely separated from each other; and it is believed that a railroad connecting the Ohio with the Atlantic, at Charleston, will furnish the very best means of effecting this most desirable object.

We are not prepared to say whether the particular route which has been marked out, by the citizens of Cincinnati, is that which should be adopted for this purpose. It can only be ascertained by a careful exploration and survey of the various practicable routes, which of them ought to be preferred. Whether it will be found practicable, at a reasonable expense, to carry a railroad as proposed, from a point on the Ohio opposite to Cincinnati, through Kentucky, and across the Cumberland Gap, into the State of Tennessee, through that State to the Valley of the French Broad, and from thence across the mountains into this State, or whether it would be easier to scale the Southern extremities of the Alleghenies at any other point, or to turn them, by extending the road through Nashville to the Muscle Shoals on the Tennessee river, and thence by Florence through Alabama and Georgia, to a junction with our railroad—all are grave questions, to be determined only by the most careful examination. That it must be practicable by some one of these, or by some other route, to effect our object, we cannot entertain a doubt. The distance from Cincinnati to Charleston in a straight line, is supposed to be about 560 miles. The Charleston Railroad, extending to Hamburg, opposite to Augusta, on the Savannah river, (already completed and now in full operation,) is 136 miles in length, nearly, too, in the direction of Cincinnati, from which place, a railroad extending to Paris, in Kentucky, a distance of near 90 miles, is about to be undertaken with every prospect of its speedy completion. The distance between these two points in a direct line, cannot much exceed 300 miles; but supposing the whole extent of the road by the easiest and most practicable route, to be 700 miles, which will certainly be making ample allowance for deviations from a straight line, there would remain to be made, after the completion of the road to Paris, but 474 miles, which, at an estimated expense of \$12,500 a mile, (which is more than double the cost of the Charleston Railroad,) would amount to no more than \$6,000,000, a sum, which, if doubled, would still be within the means of the rich and populous States through which it must pass. We refrain from enlarging, on the *practicability* or probable expense of the proposed work, because we are unwilling to indulge in *speculative views*,

†See Appendix B.

†Major H. Allen and Col. H. N. Cruger attended the former, and Mitchell King, Esq., was Chairman of the latter Convention.

where it is our purpose immediately to institute such *practical inquiries* as must result in affording us *certain data*, on which to make our calculations and estimates. We have no hesitation, however, in expressing our entire confidence in the practicability of connecting the West and the South, by a line of railroads extending from the Ohio to the Atlantic, and we trust that this may be effected, at a cost, not disproportionate to the magnitude of the object. Modern experience has shown that of all modes of communication, railroads are at once the cheapest—the easiest of construction—the least liable to interruption, from vicissitudes of the seasons, and changes in weather, most easily repaired—and affording by means of steam and locomotive engines, the quickest, and most certain communication, for all commercial purposes and personal intercourse. It has also been fully proved, “that they can be carried over mountains, across rivers, and, indeed, over any surface where a horse can obtain foothold, through marshes and swamps, where horses would sink and perish, and by aid of machinery, up declivities which a horse could not climb.

Assuming, therefore, as we think we safely may, that the proposed route will be found *practicable*, we proceed to consider very briefly its importance in a commercial, social, and political point of view. The immediate and necessary consequence of connecting the valley of the Ohio with the Atlantic, by a line of railroads, extending from Cincinnati to Charleston, would be to lay open to our citizens the entire trade of the Great West, and to furnish to the inhabitants of those vast regions; the rich productions of the South. If we look no further, than to the *mutual exchanges* of the productions of the South for those of the West, even such a trade would be of immense value to both parties. Though all commerce must, from its very nature, be advantageous to those who continue to carry it on—yet, by far, the most profitable and desirable, is that which enables the inhabitants of *different climates* to exchange those productions, which are *peculiar to each*, on terms mutually beneficial; and such an intercourse must derive additional value, from the consideration that it is established among friends; the citizens of one common country, brethren of the same political family. Such is the intercourse which it is now proposed to establish between the South and West. The great productions of the South are Cotton and Rice, articles that can only be produced by *slave labor*. The West may be appropriately designated as a provision country, producing mostly by free labor, grain and meat in the greatest abundance, and on the cheapest possible terms. It is stated that Cincinnati alone has shipped in one year for other parts, 13,000 barrels of flour, 84,500 barrels of pork, 17,000,000 pounds of bacon, and 259,000 kegs of lard, and it would be no exaggeration to say, that could the West find a ready market for all such productions, no limit could be assigned to their amount. In exchanging the Cotton and Rice of the South, for Western products, each country would furnish the other with those articles which they are enabled from peculiarities of soil, climate, and institutions, to produce most cheaply and abundantly, and thus, as each would be enabled to command a greater amount of consumable articles than could otherwise possibly be obtained—the comfort and happiness of the whole, would be essentially promoted. One of the first fruits of such an intercourse, would be the

establishment of such manufactures in the West as would require *no protection* for their support, and for which we would chiefly furnish the raw material. These exchanges, extensive and profitable as they unquestionably must be, would, however, bear but a small proportion to that vast foreign trade, to which this intercourse would necessarily lead. To give some idea of the extent of this trade, we deem it proper to call public attention to what, in the documents before us, is called “the continental connections,” which it would establish. Our railroad leading to the Ohio river, would, of course, connect us with all the States bordering on that river, viz: Ohio, Kentucky, Indiana and Illinois, Western Virginia and Pennsylvania, embracing the rich valleys of the Great Kanawha, the Monongahela and Allegheny rivers. The Ohio and Erie Canal, already finished, (running nearly through the centre of the State, from Portsmouth on the Ohio river, to Cleveland, on Lake Erie), and the Miami and Maumee Canal, now in progress from Cincinnati to the lake, would throw open to us the entire commerce of Lake Erie. “With the Miami Canal, the Erie and Wabash Canal will unite at Fort Wayne, and this, together with the railroad already begun from Lawrenceburg, (at the mouth of the Great Miami,) to Indianapolis, will carry us into the very heart of Indiana—while the Mad River and Sandusky Railroad, from Dayton to the lake, which has already been commenced, would connect us with the entire chain of Northern lakes from the Falls of Niagara to the Straits of Mackinac, and even with Green Bay on the Western shore of Lake Michigan, including the Eastern border of the Wisconsin Territory; North or maritime Illinois and Indiana; the whole of the Michigan Territory, and a part of Upper Canada.” While lastly, the Ohio river, running from Cincinnati into the Mississippi, would connect us with Missouri and the vast unsettled country, watered by the Mississippi and Missouri rivers, extending almost to the foot of the Rocky Mountains. The mind is almost overwhelmed by the contemplation of the extent and magnitude of the trade which must, in the course of time, be thrown into our hands, should the proposed communication be established. The time is not distant when this vast Western region will be occupied by an industrious population of twenty millions of people, and when their numerous and diversified productions—their lead and iron, coal, salt, slate, gypsum, provisions and manufactures, nay, even the furs from the extreme North-west, (all of which are now in a great measure cut off from a profitable market,) will be brought with great facility to our doors, there to be exchanged, not merely for the cotton and rice and other productions of our own soil, but for the productions of the East and West Indies, and of Europe—nay, of the whole civilized world. It is in this aspect that the subject presents itself, in the most interesting and striking point of view. Should Charleston become the great mart for the productions of the West, the consequence would be inevitable, that the extension of her foreign trade must keep pace with this internal commerce. The sugar and coffee of the West Indies—the various manufactures of Great Britain—the silks and satins and Wines of France—the spices of the East—nay, the productions of the whole globe, will be brought here, to be exchanged either for our productions, or those of the West, for the supply either of our own wants, or the wants of our Western brethren. We shall not attempt to

depict the unbounded wealth and prosperity that must flow in upon us, from such an extension of our commerce. Should Charleston be destined to become the commercial emporium of the South—to which her peculiar position seems justly to entitle her, it will hardly be considered extravagant to anticipate, that she must speedily attain a rank among the cities of this Union, second only to that of New York. In the abundant prosperity flowing from such a source, all classes of our citizens would participate. Our planters, from an increased demand for their productions, and the variety and cheapness of their supplies; our merchants, in the vast extension of their commercial operations, and the establishment of a direct intercourse with Europe, both for imports and exports, in the place of that circuitous trade by which so large a portion of their profits are now diverted into other channels; our mechanics, by the increased demand for ships, houses, and the various productions of mechanical labor and ingenuity, required by a thriving and growing population; and our capitalists and professional men, in the universal impulse which will be given to industry in all the pursuits of life. Nor will these advantages be confined to Charleston. Extending from this city, they would soon embrace the whole State, and the neighboring States, and the entire region through which the proposed road would pass. All, indeed, who should thereby be afforded a better market for their productions, or who might enjoy increased facilities of intercourse, would participate largely in its benefits.

It is in the order of a wise and beneficent Providence, that in the various wants of mankind, in the varied productions of different countries and climates, and the diversified pursuits which necessarily result from these causes, there should be found strong and enduring bonds of union, and powerful incentives to the cultivation of the social virtues and benevolent affections. The advantages of the proposed work in this point of view, are peculiarly striking. It is a painful reflection, that the people of the South and the West, know almost as little of each other, as they do of the inhabitants of Europe, and this unfortunate state of things must continue, until inducements shall be held out to greater intimacy, by increased facilities of intercourse. A railroad, which shall enable the citizens of Charleston and Cincinnati, of Lexington and Knoxville, to visit each other, and return home in the course of a few days, would multiply those cords of sympathy by which men's hearts are united, and from which spring all the gentle charities of life. The natural effect of all this, in strengthening the bonds of our political union, will be felt by every one who reflects on the influence of social intercourse in smoothing asperities, removing prejudices, and binding us together, by those *social ties* which are among the strongest bonds of society. In one point of view, these considerations assume an importance, to which too much weight cannot possibly be given—we allude to the effect which such a connection must have upon the peculiar institutions of the South. Slavery, as it now exists in the Southern States, which we all feel and know to be essential to the prosperity and welfare—nay, to the very existence of these States, is so little understood in other portions of the Union, that it has lately been assailed in a spirit which threatens, unless speedily arrested, to lead eventually to the destruction of the Union, and all the evils which must attend so lamentable an occurrence.

We believe that the establishment of such an intercourse with the Western States as is now proposed, would have a powerful tendency to avert this dire calamity. Kentucky, Tennessee and Missouri are slave-holding States, and we shall certainly be greatly strengthened by being brought into close connection with them—nor can we doubt that Ohio, Indiana and Illinois, (where the fanatical anti-slavery spirit is as yet almost unknown,) as well as the other *New States* destined ere long to spring up in the North-west, would not only become reconciled to our institutions, (by becoming better acquainted with them,) but would also be interested in defending and maintaining them. Indeed, for all purposes of mutual protection and defense, railroads may well supply the place of standing armies, since it enables a country acting on the defensive, to command, almost immediately, the services of their *friends and allies*, whenever they may be needed; while such roads can never be converted to the purposes of an *invading army*, from the extreme facility with which the intercourse afforded by them can be cut off. Railroads can only exist while dispensing blessings or affording protection: they can never be used as the instruments of war and conquests.

We have, thus far, treated this enterprise, as limited in its objects, to merely opening to us a communication with the West, and thereby enabling us to *participate* in that commerce from which we are now almost entirely excluded. But from the statements contained in the documents before us, there is every reason to believe that Charleston possesses some peculiar advantages, which will entitle her to command a larger share of this trade, than *rightfully belongs* to any other city in the Union. It seems to be almost certain that the proposed road will afford to the Western States, the shortest, easiest, and cheapest communication with the Atlantic, and by means of the Atlantic, with all foreign nations. On this branch of the subject, we are aware that we cannot furnish any information so satisfactory, as that which is contained in the statements of Messrs E. D. Mansfield and J. S. Williams.

Mr. Mansfield says:

"The distance in comparison with other routes to the Atlantic, may be stated in round numbers as follows:

	Miles.
1. From Cincinnati to Lexington or Paris, about.....	80
2. Thence to Cumberland Gap.....	130
3. Thence to the junction of the French Broad, &c.....	52
4. Thence by the French Broad and Saluda to Columbia, (S. C.).....	215
5. Thence to Charleston.....	130*
Total distance.....	607

The distance from Cincinnati to New York by way of the lake.....950
Distance to Philadelphia by the way of Pittsburgh.....850
Distance to Baltimore by the way of Wheeling.....650
Distance to Mobile by the valley of the Tennessee.....780

Thus we perceive that assuming Cincinnati as the centre—and it is the central, as respects the Ohio river—the Charleston route is 340 miles *nearer* to the seaboard than by the New York route; 140 nearer than by Phila-

delphia; 40 nearer than by Baltimore; and 170 nearer than by Mobile. In respect to *time*, the difference is quite as striking.

Allowing 12 miles an hour, the average rate for *freight cars*, and a reasonable allowance for stoppages, the time required to transport goods from Charleston to Cincinnati, will not exceed 60 hours—2½ days—say 3 days. Now to transport goods from New Orleans to Cincinnati, will require, under the most favorable circumstances, 10 days: from New York, 10 or 12; from Philadelphia, 8 or 10; and from Baltimore, with the aid of a railroad over the mountains, 4 days."

To this Mr. Williams adds:—"The same inducements that would cause Charleston to obtain her supplies by way of the railroad, would make her the shipping port for most of the exports of this country destined for Europe and the Eastern States. One half of the flour and pork of Ohio, now finds a port at New York, after traversing 800 miles by canal—lake—canal again, and river. Might not Charleston step forward and take a share in this important trade? Again the Eastern and European goods which we receive *via* New York, Albany, Buffalo, Cleveland and Portsmouth, travel 1,100 miles from New York to Cincinnati by two rivers, two canals and the lake. Could not Charleston compete with this upon 700 miles of railroad? Is the harbor and enterprise of that city, so inferior to those of New York? Further, the merchandise we receive from Philadelphia travels by two railroads, two canals, and one river, 850 miles, would not a railroad and Charleston Harbor be better than this line and the Delaware Bay? Further still, from Baltimore *via* Pittsburg, should the Baltimore and Ohio Railroad terminate there, to Cincinnati would be about 800 miles, would the Chesapeake Bay and this line of transportation, be preferred to 700 miles of railway?" We should think not.

With these facts before us, is it possible for any class of our citizens to be indifferent to the vast and magnificent project now under consideration? We may surely appeal with entire confidence to all the people of this State, for their cordial co-operation and support. If any additional incentive were wanting, to excite an ardent zeal in this noble enterprise, this would be supplied by the example of our Sister States, all of whom seem to be fully aware of the vast importance of this trade, and are even now making the most active and determined efforts to secure it to themselves. Unless, therefore, we put in our claims at once, they will certainly be overlooked or disregarded: to remain inactive, is to lose the prize. A bare enumeration of some of the great works now in progress, or in contemplation, for the purpose of commanding this trade, will be sufficient, we trust, to admonish the citizens of South Carolina of the impossibility of remaining stationary, while all around them are pressing eagerly forward, unless we are prepared utterly to disregard our own interests, and to sacrifice our well earned reputation. New York is now at work constructing a railroad parallel to her Erie Canal, the entire length of the State; Massachusetts is engaged in extending her Boston and Worcester Railroad to Albany. Philadelphia "has scaled the mountains by railroads and canals;" Maryland has her Baltimore and Ohio Railroad; Washington is "menacing the Alleghenies with the Chesapeake and Ohio Canal;" Richmond has projected a railroad from that city by the way of Lynchburg to Knoxville, in Tennessee, and in conjunction with North

Carolina, another from Danville, by the head waters of the Roanoke to the Mississippi. The Cape Fear and Yadkin Railroad, which is designed to pass by Fayetteville to Beatty's Ford, on the Catawba, will assuredly find its ultimate destination in the Valley of the Tennessee. Coming further South, we find Georgia projecting a railroad from Savannah, by Cahaba, in Alabama, to Memphis on the Mississippi—a distance of 700 miles. Alabama is also intent on the construction of a railroad from Mobile to Nashville; while the great Nashville and New Orleans Road—a part of which has been already contracted for, (and which is to extend 650 miles,) is expressly designed to bring the entire commerce of the West down to New Orleans, by an easier, cheaper, and more certain transportation, than that afforded by the River Mississippi. In addition to all this, it appears, by a report of Lieut. Col. Long, of the Topographical Engineers, laid before Congress at their last session, that no less than three great routes have been already explored for the purpose of connecting the *Atlantic* with the *Mississippi*, at Memphis, in the State of Tennessee; one of which, designated as "the Chesapeake and Mississippi Railroad," and extending from the head of Chesapeake Bay to the Mississippi river, will be nearly a thousand miles in extent, and is estimated to cost \$25,000,000. We cannot, however, here enumerate all the works of this description now in contemplation. The whole country is full of them. The spirit of improvement is everywhere abroad, and all around us is bustle, and animation, and life. "And for what purpose," it has been well asked, "is all this?" To secure the rich products of the great valleys of the West. "The experiment," says the document before us, "so far as it has been yet tried, has not failed; New York has enriched herself by it. Philadelphia is doing so. Baltimore, Washington and Richmond *wish to do it*, and Charleston may, if she enters for the prize. She stands in the front rank, and she will enter the list when she finds the course clear for Southern competition, and she will win. Compare the Nashville and New Orleans Railroad, parallel with a river capable of carrying 500 tons in one load, from point to point, with work we are advocating, along no navigable stream. Compare the easy access of Charleston to the open Atlantic with that of New Orleans, by 120 miles of river, and 650 of *dangerous Gulf navigation*, and the difference is conspicuous.* Will Nashville, will Tennessee take that direction at all? Will she prefer 600 miles of railway through other States, that will deliver her produce in an unhealthy climate, between the Gulf of Mexico and the Reefs of Florida, to joining our road from Knoxville, when she will arrive at open sea with less distance? Will she prefer to pay other States her fare, when by a road through the centre of her own, she can rise to wealth and importance by the transit of her merchandise? Nay, we cannot think so. Nashville will find it to be her interest to unite with Charleston and Cincinnati, and by a union of effort accomplish a work that will at once raise three or four States above midway importance. And who can say that within ten years of this day, a route from the mouth of the Ohio by Nashville, Knoxville and Charleston, will not only be the shortest and

*It has been estimated, that the annual losses from shipwreck alone, on the coast of Florida, would exceed the interest on the cost of a railroad from the Atlantic to the Mississippi; and if the amount thus wasted could be saved, would in a few years defray the entire expense of such a work.

*Only 120 miles by the State road.

safer, but the cheapest route to Europe from the upper Missouri—the far, far West.”

With these statements we submit the question to our fellow-citizens, whether they can consent to stand idle, while all around them—alive to the importance of this great trade—are seen straining every nerve to secure it to themselves? If we are content to remain stationary, while all others are on the advance, we must, of course, be left far behind. We are fully convinced, however, that this will not, and cannot be the case. No where in the Union has a greater impulse been given of late to the public mind, than in South Carolina, and especially in the city of Charleston. The spirit of enterprise has been awakened. The tide of public and private prosperity is setting in upon us, with a mighty flood—all is life, activity and animation around us, and we everywhere see—improvement. Party strife and political dissensions have, too, in a great measure, happily ceased, and it only now remains that we should take advantage of these favorable auspices, to push our fortunes to a glorious consummation. Let us, then, fellow-citizens, one and all, resolve to signalize this happy era of returning good feeling and general prosperity, by laying the foundations of a mighty work, which will be a blessing to our country—a rich treasure to our posterity, and in all time to come, an enduring monument of our enterprise, wisdom and patriotism.

RESOLUTIONS.

1. *Resolved*, That entertaining these views, the citizens of Charleston are ready and willing cordially to co-operate with the citizens of Cincinnati, and all others, who may feel an interest in the extension of a railroad from this city to the Ohio river by the most advantageous route.

2. *Resolved*, That in order to afford the highest evidence of our determination to enter upon this great enterprise in a becoming spirit, a Committee of Correspondence, to consist of seven persons, be appointed to correspond with such persons in this State, or in other States, as may feel a common interest with us in this matter, with a view to obtain and extend information, and to bring about a concert of action, so as to secure the adoption of the most efficient measures for the exploration and survey of the proposed routes, in order that the contemplated road, should it be found practicable, may be commenced at an early day.

3. *Resolved*, That said Committee be also authorized, in behalf of the city of Charleston, to employ one or more competent persons to enter immediately upon the proper explorations, with instructions to co-operate with such other persons as may be appointed by the Legislature of the State, or the citizens of other States, for the purpose of making such explorations, or surveys, as may be deemed necessary, in order to determine the practicability, cost, and proper route of the proposed road.

4. *Resolved*, That as the contemplated railroad must be of vast importance to the city of Charleston, and is closely connected with the interests of all classes of our fellow-citizens, it is just and proper that the expenses incident to the duties, hereby imposed upon the Committee of Correspondence, should be paid out of the City Treasury, whereby our citizens will contribute towards the same in proportion to their means; and the City Council be, and they are hereby accordingly requested, to put at the disposal of said Committee, the sum of

five thousand dollars, should so much be required; to be accounted for by them to the City Treasurer.

5. *Resolved*, That the Legislature be requested to appoint proper persons, in behalf of this State, to make such surveys as may by them be deemed necessary, with instructions to act in concert with such other persons as may be employed by us, or by others interested in this work, and that they be also requested to make a liberal appropriation to cover the expense.

6. *Resolved*, That the citizens of Charleston will be prepared to send delegates to any Convention that may be called in reference to the proposed railroad, and that the Committee of Correspondence be authorized to appoint delegates to represent this city, whenever such a Convention shall be convened.

7. *Resolved*, That the following persons, viz: Robert Y. Hayne, James Hamilton, Charles Edmondston, Charles J. Colcock, Thomas Bennett, Ker Boyce, and Alexander Black, be appointed a Committee of Correspondence, (with power to fill up vacancies,) to carry into effect the foregoing Resolutions, and that these proceedings be published in the Gazette, and also in pamphlet form for general distribution, and that a copy be also furnished to the Governor, with the request that the same may be laid before the Legislature.

Which Address and Resolutions being read and considered, were unanimously adopted by the meeting.

On motion of H. A. Desaussure, Esq., it was also

Unanimously Resolved, That the thanks of the citizens be presented to the Committee, for their able and highly satisfactory Report.

EDWARD W. NORTH, Chairman.

THOS. D. CONDY, Secretary.

MERITED PROMOTION.—We understand that A. J. DAY, Esq., the popular and well known General Southwestern Passenger Agent of the Erie Railway has also had the responsibility of General Northwestern Passenger Agent for the same road placed upon his capacious shoulders. Well, he can do it. We hope that the remuneration is to be *pro rated* with the labors and responsibility.

UNION PACIFIC, E. D.—Resolutions were introduced into the Legislature of Missouri on the 7th instant, requesting Senators and Representatives in Congress from that State to vote for and use all their influence in securing the passage of an act by Congress granting the same aid to the Kansas road as has been given to the Omaha route, that it may be extended through New Mexico and Arizona to San Francisco, and also form a junction with the Union Pacific in Colorado.

ATLANTIC AND GREAT WESTERN RAILWAY—TIME LINE.—We learn that H. P. CLOUGH, Esq., who has been identified with the operations of this line ever since it was first started, has been promoted to the responsible position of its Superintendent. To the business community of Cincinnati, who know Mr. CLOUGH, it is unnecessary for us to say that the appointment is one eminently judicious for the interests of the road, and that it will also be equally satisfactory to its patrons.

Our Financial System;—Mr. Wells' Report on Internal Revenue.

Of all subjects now discussed, that of the proper mode of taxation, and the correct mode of levying a revenue without disturbing the industry of the country is the most interesting. It is not so much the great amount of taxes, as it is the manner in which they are distributed, which makes one of the great troubles of business. For example, we have sixty-five millions of dollars levied on domestic manufactures, which is so far a tax on labor; for the greatest part of the value of manufactured products is labor. So, we have a tax on incomes, which though essentially just, nevertheless falls very unequally on different classes of people. Where an income is derived wholly from property, it may be just; but, we cannot help observing that this property has in fact, in most cases already paid a tax. Where the income is derived (as nearly all of this writer's is) from mere service, or labor, it is a tax on labor only, and that is probably the worst form of tax. The income tax is, notwithstanding, a just tax, if it be levied equally. But it is not, and thus we have another question raised. The difficulty of this mode of taxation is made greater, by the fact, that lands are reserved for taxation by the States; and thus, we are reduced to four classes of taxes, viz.: 1. The indirect tax of the tariff; 2. Personal property; 3. Transfers; and 4. Incomes. The first has always been our main stay for revenue; and is yet, even with our great Internal Revenue; for it gives the gold, and plenty of it, to pay the interest on the Public Debt. The tax on personalities, is proper enough; and so is that on transfers, such as stamps and licenses, except in one thing, the very great inconvenience in stamps on small sums. The tax on incomes ought to be more equalized, and in some respects very inconsistent. Mr. Wells' admirable report on the finances, touches on all these points, and we will give a brief digest of it, that the reader may see how practically, and we think discreetly, he touches the subject.

1. Mr. Wells' main idea, and we can all see it is the right one, is to *reduce the expenses* of Government as far as possible, and take off the duties upon manufactures. He proposes, therefore, to reduce the expenses of Government *ninety-two millions of dollars*, and to take off *sixty millions* from manufactures; meaning chiefly by this, iron, cotton, woolen, leather, etc., etc. Having done this, he estimates the expenses and receipts, as follows:

The main object, thus far, in this report has been to gather together and clearly present all the information which Congress may desire in deciding the question, whether it is practicable to at once repeal all that class of taxes which impede production and retard the development of the country, without at the same time too greatly impairing the

revenues necessary to meet the expenses of the Government.

ESTIMATED RECEIPTS.
Proposed System.

	Millions.
From Customs.....	150
Internal Revenue, viz.:	
From spirituous liquors.....	50
From fermented liquors.....	6
From tobacco.....	20
From income and salaries.....	36
From gross receipts.....	74
From stamps.....	17
From special taxes and sales.....	29.5
From legacies, &c.....	2
From banks, &c., &c.....	135—181.4
From miscellaneous sources.....	000 0
Total.....	331.4

EXPENDITURES NOT REDUCED.

On the basis of 1867.

	Millions.
For interest of debt.....	130
For Civil Service.....	51.11
For war.....	83.84
For navy.....	31.03
For pensions.....	20.93
For Indians.....	4.64—191.5
For redemption of debt.....	0.0
Balance.....	9.9
Total.....	331.4

EXPENDITURES AS REDUCED,
For Fiscal Year 1898-9.

	Millions.
For interest of debt.....	130
For Civil Service.....	40
For war.....	53
For navy.....	21
For pensions.....	21
For Indians.....	5—140
For redemption of debt.....	50
Balance.....	11.4
Total.....	331.4

It will be observed, that after taking off the taxes on domestic manufactures, and making a saving of fifty millions in expenses over that of 1867, he applies a fixed sum of fifty millions to the reduction of the Public Debt, and this is enough. This sum offered to the Public Debt, you would make a greater reduction than might be supposed; allowing, as we do, that the sum applied to the redemption is increased by the interest of the sum saved. Thus:

In 1868.....	\$50,000,000
" 1869.....	53,000,000
" 1870.....	106,000,000
" 1871.....	109,000,000
" 1872.....	112,000,000
" 1873.....	118,000,000
" 1874.....	121,000,000
" 1875.....	124,000,000

In nine years time, five hundred millions would be paid, having reduced the annual interest \$30,000,000. But in the next nine years, the payment of the Debt would be immensely greater, as may be seen by the first two or three years, thus:

In 1876.....	\$80,000,000
" 1877.....	84,000,000
" 1878.....	89,000,000
" 1879.....	94,000,000

So that in the next nine years, the sum paid would be seven hundred and sixty millions of dollars. In the next two years, two hundred and fifty millions would be paid, making in all, \$1,510,000,000, and leaving only about \$900,000,000 unpaid, which at that time would be unimportant. In the mean while, the wealth, population and resources of the country will have increased so much, that double the revenue will be raised at the same rate of taxation. Let us now see what Mr. Wells says upon some of the difficulties in raising specific taxes.

Of course, the greatest of these is the whisky tax, now \$2.00 per gallon. Mr. Wells says, this is not and cannot be collected, because 1. It is too enormously high, and 2. Because the officers have been appointed in reference to *neither property or intelligence!* We don't know the officers, and therefore shall not question the assertion. At any rate the whisky tax has not been collected, and in consequence, Mr. Wells proposes to reduce the whisky tax to 50 cents per gallon; and in return to raise the licenses for the sale of whisky. The changes which he recommends are so important, that we insert his programme in his own words:

Firstly—On an estimated increased annual product of from fifty-five to sixty millions of gallons of proof spirits, and through the increase recommended in the "license" or "special" tax on distillers and rectifiers, the Commissioner is of opinion that a tax of 50 cents per gallon would yield a revenue of over \$25,000,000 per annum.

Secondly—The special tax annually imposed on retail dealers in liquors is now \$25; and is at present yielding a revenue of about \$3,000,000 per annum. With the reduction of the tax on the manufacture of proof spirits to 50 cents per gallon, this special tax might be advanced to \$100, thereby increasing the aggregate revenue from this source to from \$10,000,000 to \$12,000,000 per annum.

Thirdly—The special or license tax imposed on wholesale dealers in liquors is \$100 when the annual sales are not in excess of \$50,000, and one-tenth of one per cent. on the amount in excess of that sum. The revenue obtained during the last fiscal year from these taxes was, respectively, \$982,135 and \$114,715, making a total of \$1,096,850. The special tax imposed upon rectifiers is \$25 for each 500 barrels produced, and yielded, the last fiscal year, the sum of \$80,470. The total amount received from both wholesale dealers in liquors and rectifiers was \$1,177,320.

The Commissioner would propose that the special taxes referred to under this head should be repealed, and that a tax of from two to three per cent. be imposed on the value of all spirits sold at wholesale, to be paid monthly, and a tax of ten cents per gallon on all spirits rectified, to be paid weekly. A tax of two and a half per cent. on sales, and ten cents on spirits rectified, will, in the opinion of the Commissioner, yield a revenue, which cannot be easily evaded, of at least twenty millions of dollars per annum; making a total amount of annual revenue which can probably be derived from the tax on distilled spirits, under the proposed system, of from fifty to sixty millions of dollars.

Probably such a course will raise all that

Mr. Wells expects, but a dollar a gallon will raise more.

Mr. Wells objects, and with a good deal of force, to the set-off of rent against income. He recommends that rents exceeding a certain amount should be considered a luxury and taxed accordingly.

Of railroads, Mr. Wells speaks thus:

The returns of the leading railroads of the country for the ten months ending October 31, 1867, also indicate an increase of commercial movement over the corresponding period of 1866; the absolute increase in the net earnings of seventeen of the principal lines having been equal during this period to \$11 per mile, or 1.23 per centum. The month of October, 1867, is reported as probably the most prosperous of any recorded month in the history of American railroads.

The aggregate business of the country for the fiscal year 1867, as measured by the returns of the Internal Revenue, from the taxes on sales and special taxes (licenses), does not, moreover, indicate any falling off as compared with the preceding year, but, on the contrary, a slight increase.

This is a very encouraging account of railroads, and we have no doubt true. The constant increase in the wealth and population of the country increases business of all kinds, and with the increase of general business, there must be an increase of railroad business. We have no doubt that, if railroads are prudently managed, they will have far more profitable results in future, than they have done.

Mr. Wells' general result on the Internal Revenue, we give entire; presuming that the schedule of \$170,000,000, is made on the hypothesis of taking off the whole present tax on manufactures.

RECAPITULATION OF INTERNAL REVENUE RECEIPTS
AS ESTIMATED.

It will be remembered that, according to the estimates heretofore presented of expenditures and receipts from customs, there remained to be provided for from internal revenue sources the sum of \$170,000,000. Of this amount it is believed that the sources above referred to in detail may be relied on to furnish \$152,000,000 under almost any contingency without the necessity of the further continuance of a single one of the so-called industrial taxes.

The receipts from these several sources may be recapitulated as follows, viz.:

From distilled spirits, (new system).....	\$50,000,000
From fermented liquors.....	6,000,000
From tobacco and its manufactures.....	20,000,000
From income.....	35,000,000
From stamps.....	17,000,000
From legacies and successions.....	2,000,000
From banks, railroads, &c.....	10,000,000
From salaries.....	1,000,000
From gross receipts.....	7,440,000
From miscellaneous, (schedule A, &c.).....	2,100,000
From fines, penalties, &c.....	1,460,000

Total..... \$152,000,000

Accepting the above estimates as correct, there then remains to be provided for from some other sources a deficiency of \$18,000,000 necessary to make up the required sum of

\$170,000,000, with such additional amount as may be provisionally required to meet unexpected or extraordinary contingencies.

SPECIAL OR LICENSE TAXES.

To meet such deficiency the so-called "special" or "license" taxes, and the taxes on sales, which have not been included in the above estimates, may be relied on, and if it should be thought desirable they may be modified, with little trouble and inconvenience to the business interests of the country, in such a way as to afford a large additional revenue. In fact, this class of taxes are so readily manageable, and admit of such an indefinite expansion without directly impeding industry or production, that they may be considered in the light of a revenue reserve.

The amount derived from the special taxes (licenses) for the last fiscal year was \$18,186,446 50; and from sales, auctioneers and brokers, including sales by wholesale dealers in excess of \$50,000, \$4,114,075 47; making a total of \$22,300,521 97.

Deducting from this aggregate the receipts from the special tax on distillers, rectifiers, and wholesale and retail dealers in liquors—which it is proposed to make hereafter a part of the new system for collecting revenue from distilled spirits—there remains the sum of \$18,156,518.

It is, however, recommended, in the event of the entire removal of the so-called industrial taxes, to place the manufacturers and the wholesale dealers on a corresponding basis, and impose upon them a special tax of \$100, when the value of their annual sales is not in excess of \$50,000, and an additional tax of \$2, for every additional \$1,000 in excess of \$50,000. This modification of the law will, it is believed, be generally acceptable to the industrial interests of the country, and will produce an additional revenue over what is now obtained from the taxes on wholesale dealers of about \$11,000,000.

By recasting, furthermore, the whole present schedule of special taxes or licenses, and increasing the amount charged to the different trades and professions in a moderate degree—grading them at the same time in such a way as to render them but little burdensome or oppressive—an aggregate revenue from all these sources may be expected to the extent of about \$15,000,000 in excess of the receipts obtained from the special taxes during the fiscal year ending June 30, 1867.

In the Commercial Convention to be held in Boston the fore part of next month, the following subjects will be under consideration:

1. The improvement of inland transportation, including rivers and canals
2. The restoration of our foreign trade and shipping interest, including the organization and subsidy of ocean steamship lines.
3. The relief of our manufacturing and other great producing interests, by reducing the burden of taxation.
4. The adjustment of our national finances and currency upon a basis more favorable to stability in value, and the free movement of capital.
5. The adoption of the cental or some other uniform system for the measurement of grain.
6. The renewal of Canadian reciprocity on a fair basis coupled with the free navigation of St. Lawrence river and Canadian canals.
7. The speedy construction of the Northern Pacific Railroad.

CINCINNATI, SANDUSKY AND CLEVELAND.—

This is the new name of an old road, known recently as the "Cincinnati, Dayton and Eastern," but formerly as the old "Mad River Railroad," the "Pioneer" railroad of Ohio. Its great difficulty is that it has neither "head nor tail," beginning nor ending. It begins at the "Lake" and ends fifty miles short of where it wants to go. Has no real, tangible connections, and has to rely on local traffic. We have great respect for it on account of its antiquity; but cannot see the propriety of the "Cincinnati and Cleveland" part of its cognomen, although we understand that "it is expected that arrangements will soon be made to run through trains from Cleveland to Cincinnati via Sandusky."

PERSONAL.—We understand that W. R. PATTERSON, Esq., has resigned the position of General Freight Agent of the Indianapolis, Cincinnati and Lafayette Railroad, and that H. J. PAGE, Esq., hitherto connected with the "Diamond Line" has been appointed to fill the vacancy. Mr. PAGE is well known to the business men of Cincinnati, and his selection for the position by the President of I. C. & L. R. R. is another evidence of the sagacity of the "leading railroad man of the town," for we have no doubt Mr. P. will "fill the bill."

NEW RAILROAD ENTERPRISES.—By the special dispatch to the *Gazette*, we learn that "the people of Muncie are wide awake on the question of new railroads. H. C. Lord has made them a proposition to extend the Valley Road from Hagerstown to Muncie, and it seems quite certain that it will be accepted. A road is also talked of as an extension of the junction from Newcastle to Muncie. Mr. Lord seems to be working for a connection with the proposed line of the Fort Wayne and Southern, the road-bed of which is already graded, while the Junction is looking, it is said, to a road from Muncie, through Marion and Wabash, to Warsaw, on the Pittsburg, Fort Wayne and Chicago, from whence a road already extends north into the pine regions, and to Grand River. At all events the Muncie people feel safe, at least, of one direct railway to Cincinnati, if not two, by September next.

We trust that Mr. LORD will long live to bless with his sagacity and foresight the railroad interests of Cincinnati. The recent results of his negotiations show him to be the real and only railroad manager that we have, and that he is "master of the situation."

SURVEY COMPLETED.—The Ft. Scott (Kansas) *Monitor*, of the 8th, says:

The survey of the Fort Scott and Santa Fe Railroad has lately been completed by Col. A. Vleit, Engineer, from our city to the mouth of the Little Arkansas, a distance of over two hundred miles. On the line of his survey he touched the towns of Humboldt, Eureka, El Dorado, and Towanda. He also surveyed a line from here to Iola. The engineer says: "I think the route compares most favorably with any other proposed railroad in the State." His report contains information about the valleys of the Verdigris, Fall and Arkansas Rivers, and is very instructive and entertaining.

MONETARY AND COMMERCIAL.

The demand for discounts, although active, has not been so great as before the holidays, and notwithstanding the heavy drafts of currency by the government from the depositories, the market has ruled moderately easy for choice selected paper. It is the invariable rule that after the pork and tax paying season is over that our market is relieved of that oppressive stringency that always characterizes it during the months of October, November and December. Rates to customers is 8@10; outdoor transactions are done at 12@18.

The Exchange market has been firm; the supply, however, towards the close of the week was more abundant and the market easier. The usual quotations are—

	Buying.	Selling.
New York	50c dis. @ par	50c @ 1-10 prem.
Philadelphia	50c dis. @ par	50c @ 1-10 prem.
Boston	50c dis. @ par	50c @ 1-10 prem.
Gold	1 1/8	1 3/4
Silver	12 1/2 @ 12 1/2	12 5/8 @ 12 9/8

The new York gold market has been excited during the past week, and the charges have all been upward. The daily fluctuations has been as follows—

	Opening.	Highest.	Lowest.	Closing.
Jan. 9	13 3/4	13 7/8	13 3/8	13 7/8
" 10	13 7/8	13 7/8	13 7/8	13 7/8
" 11	13 7/8	14 1/8	13 7/8	13 7/8
" 12	13 7/8	14 1/8	13 7/8	14 0
" 13	14 0	14 1/2	14 0	14 1/2
" 14	14 0	14 1/2	14 0	14 1/2
" 15	13 3/4	14 1/2	13 1/2	14 0

The *Tribune* of the 14th says of the New York market that money on call is 6@7 per cent, with loans at 5 upon Governments. In commercial bills no change. Best sell at 7 per cent. and second grade at 8@10 per cent.

Government bonds are strong, at high prices and are in active demand with moderate offerings, and at the close they were all very strong. State and Railway bonds were steady, with small offerings. New Tennessee 6 per cents sold at 61. The miscellaneous share list was steady. Canton 50 1/2; Cumberland 35 1/2; Quicksilver 24 1/2; Western Union, 38 1/2; Express stocks were stronger on Adams, which sold at 79 1/2, and United States at 79. Merchants' Union was steady at 38@38 1/2. At the last Board the Express stocks were very strong for cash; 80 was paid for Adams, and 39 for Merchants' Union; it is understood there is a large short interest in them.

The railway share market opened dull and lower, and there was a general disposition shown to sell all the leading speculating shares. Erie was hammered freely, and sold at 75 1/2; New York Central, 123 1/2; Michigan Southern, 86 1/2. At the board the market was steadier, and there was a moderate amount of purchases by leading houses. After the call there was a sharp rally, and an advance of 1@1 1/2 was made on some of the leading shares. New York Central sold at 124 1/2; Erie, 76 1/2; Michigan Southern, 87 1/2; North-Western Preferred, 74; Rock Island, 98 1/2. Cleveland and Pittsburgh was in sharp demand selling at 95, an advance of 2 1/2 per cent from the open board prices. At the Second Board the extreme prices did not hold, and after the call on sales to realize a further decline was made, but no large amounts of stock were offered. There is more disposition shown to operate in the low-priced stocks which have been neglected for a long time. At the close the market was steady on the General list, and was strong on North-Western Preferred. Erie was freely offered at 75 1/2, and was the weakest stock on the list.

A defalcation is announced in the City Bank on the part of its second teller, Mr. James Leverich. The deficit is stated as high as \$400,000, but thus far the officers of the bank have made no statement. The party in default has been esteemed by the bank as one of its most trusty servants, and was trusted accordingly. The money has been lost in stock operations. The bank has a heavy surplus, and 190 was bid for it this afternoon in large amounts, either for cash or at seller's option.

The receipts of the Western Union Railroad Company for the week ending December 31:

	1887.	1866.	Inc.	Dec.
Freight.....	\$10,742 79	\$9,525 39	\$1,217 40	.....
Passengers	4,427 00	9,473 90	.....	\$5,046 90
Express and Tel.	1,864 73	250 00	1,614 71	.....
Mail.....	375 00	379 91	.....	4 91
Totals.....	\$17 419 52	\$19,629 20	\$2,832 13	\$5,051 81

Receipts from January 1, to Dec. 31:

1866.....	\$814,036 48
1867.....	7 4,956 75

Decrease..... \$ 39,079 73

Receipts for the week ending January 7:

	1868.	1867.	Inc.	Dec.
Freight.....	\$5,044 74	\$6,236 27	.....	\$1,191 53
Passengers	3,174 02	2,800 75	313 27	.....
Express and Tel.	600 00	320 00	280 00	.....
Mail.....	375 00	375 00	.....	.....
Totals.....	\$9,193 76	\$9,792 02	\$598 27	\$1,191 53
Increase.....				593 27

Total Decrease..... \$598 27

Receipts from January 1, to January 7:

1867.....	\$9,792 02
1868.....	9,193 76

Decrease..... \$598 26

PASSENGERS

Purchasing Tickets via

Baltimore & Ohio R.R.

-TO-

BALTIMORE,

PHILADELPHIA,

NEW YORK, and

BOSTON,

HAVE THE PRIVILEGE OF GOING TO

WASHINGTON

FREE!

Fare to Washington City same as to Baltimore.

JNO. L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.
JNO. W. BROWN, General Passenger Agent. } Dec. '67.

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

SUSPENSION

COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. For Tickets over 2 3/4 inches in width.

SIZE NO. OF	PRICES.	SIZE NO. OF	PRICES.
NO. FORMS.		NO. FORMS.	
1 64	\$37	11 64	\$38
2 96	40	12 96	42
3 144	46	13 144	48
4 192	54	14 192	57
5 256	62	15 252	65
6 320	70	16 320	75
7 400	80	17 400	85
8 500	90	18 480	95
9 600	100	19 600	110
10 720	115	20 700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St., Cincinnati, O.

WRIGHTSON & CO.,

Railroad Printers

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CINCINNATI, O

HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards

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COUPON AND LOCAL TICKETS,

Bills Lading,

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Blank Books,

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

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MANUFACTURERS, EXPRESS COMPANIES,
PUBLIC OFFICES, Etc., Etc.

BINDING OF ALL KINDS NEATLY EXECUTED.

Those desiring FIRST CLASS BOOKS can have them done satisfactory at reasonable prices.

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J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLS, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indiana, Aug. 2, 1886.

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STEAM SYPHON PUMP

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Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP,
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STEAM SYPHON WATER-STATION

A locomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank;
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chinery, and men to attend them.

IT IS AN EFFICIENT

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WITHOUT CHANGE OF
COACHES!

—VIA—
Atlantic & Great Western R'y.



PASSENGERS leaving CINCINNATI by the A. & G. W.
Railway, on Saturday Morning, by the 6:00 a.m. Lightning
Express, go

THROUGH TO NEW YORK

Without Detention arriving in New York 3:15 p.m. next
day, Sunday.

2 Through Lightning Express Trains for New York,
Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave Cincinnati.....	6.00am.....	7.00pm
" Dayton.....	8.20 ".....	9.15 "
Arrive West Salem.....	1.40pm.....	4.03am
" Leavittsburg.....	4.40 ".....	7.30 "
" Meadville.....	7.05 ".....	10.15 "
" Susquehanna.....	7.30am.....	10.38pm
" Paterson.....	2.33pm.....	6.17am
" New York.....	3.15 ".....	7.00 "
" Boston.....	6.00am.....	5.00pm

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequalled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for all
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SHATTUCK, Gen'l Ticket Agt. L. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1886, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a.m. and 12:00 p.m. On Sundays, one Express Train
at 8:00 p.m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one chance of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a.m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p.m., Pittsburg 12 night

9:00 a.m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p.m. Without change of cars from
New York to Harrisburg.

8:00 p.m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p.m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a.m. next day.

3:00 a.m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p.m.; passes Harrisburg at 3:00 a.m.;
Reading at 4:49 a.m.; Allentown at 6:00 a.m.; Easton at
7:09 a.m. Through cars from Pittsburg to New York.

9:05 a.m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p.m.; passes Harrisburg at 9:05 a.m.; Read-
ing at 10:52 a.m.; Allentown at 12:12 p.m.; Easton at
1:10 p.m. Through cars from Pittsburg to New York.

7:25 a.m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a.m.; Allentown 12:20 p.m.; Easton at
1:35 p.m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p.m.

2:10 p.m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a.m.; passing Harrisburg at 2:10 p.m.; Read-
ing at 4:30 p.m.; Allentown at 6:00 p.m.; Easton at
7:20 p.m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p.m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

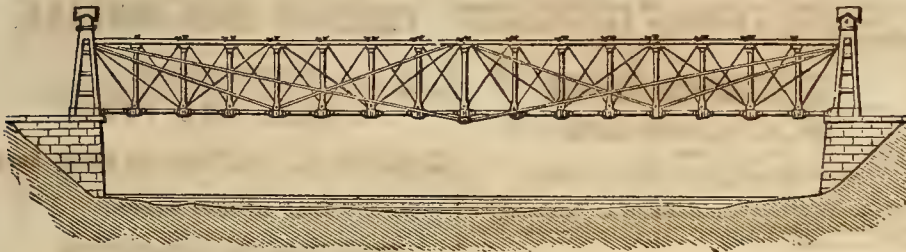
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, Gen'l Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

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M. W. BALDWIN & CO.

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Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By this means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and finish of all the details. Our long experience and opportunity of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

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Also engraved in a style corresponding in excellence with that of Bank Notes,

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THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburgh, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

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W. P. SHINN, General Freight Agent.
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CUMBERLAND COUNTY

OIL LANDS,

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Productive Wells all

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MANUFACTURERS, IMPORTERS & DEALERS

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MACHINERY OF EVERY DESCRIPTION

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RAILWAY SPRINGS.

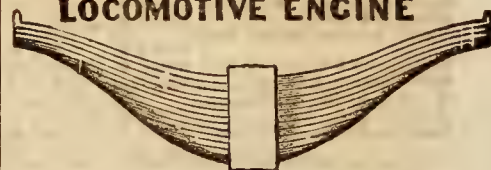
FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight. All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for the celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and a rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

JANUARY 5th, 1868.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

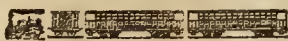
TRAINS RUN AS FOLLOWS:

	Morn. Ex.	Eve Exp.	Seymour Acc.
Leave CINCINNATI,	7 40 a.m.	10 10 p.m.	4 00 p.m.
Arrive SEYMOUR,	12 00 m.	2 00 a.m.	8 10 "
Leave	12 30 p.m.	2 10 "	
Arrive VINCENNES,	5 15 "	6 35 "	
Leave	5 30 "	6 40 "	
Arrive ODIN,	9 35 "	10 30 "	
Leave	9 45 "	10 40 "	6 30 a.m.
" SANDOVAL,	9 55 "	10 50 "	6 40 "
Arrive ST. LOUIS,	1 00 a.m.	1 30 p.m.	9 40 "
Trains Arr. at Cincinnati,	6 10 a.m.	11 30 p.m.	12 00 m.

For tickets, or information apply at Offices, 133 Vine Street; Corner Front and Broadway; and at Depot, Foot of Mill Street.

C. E. FOLLETT, Gen. Passenger Agent.
J. W. CONLOGUE,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago, advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago, without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

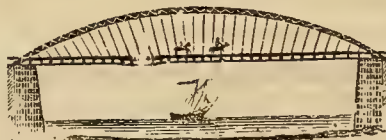
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods,

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1 1/4 to 24 inches in diameter, and branches for same, &c., &c.

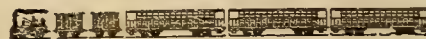
Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilmington & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.30 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, JANUARY 23, 1868.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00
Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.			
	DEPART.	ARRIVE.	
Morning Express.....	7:00 P. M.	6:10 A. M.	
Night Express.....	6:00 A. M.	6:00 P. M.	
LITTLE MIAMI.			
Lightning Express.....	7:00 A. M.	4:35 P. M.	
Express Mail.....	8:30 A. M.		
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.	
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.	
Lightning Express.....	8:00 P. M.	10:35 P. M.	
Night Express.....		6:15 A. M.	
CLEVELAND, COLUMBUS & CINCINNATI.			
Lightning Express.....	7:00 A. M.	7:25 P. M.	
Express Mail.....	9:30 A. M.	5:25 A. M.	
New York Express.....	8:00 P. M.	8:35 A. M.	
MARIETTA AND CINCINNATI.			
Depot on Pearl street, bet. Plum and Central avenue.			
Baltimore and Washington City			
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.	
Baltimore and Washington City			
Night Express.....	12:35 A. M.	5:50 A. M.	
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.	
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.	
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.	
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.	
CINCINNATI, HAMILTON AND DAYTON.			
Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.	
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.	
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.	
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.	
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.	
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.	
Dayton, Lima and Chicago.....	3:00 P. M.	5:30 P. M.	
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.	
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.	
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.	
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.	
Dayton Express.....	5:00 P. M.	6:10 A. M.	
CINCINNATI, SANDUSKY & CLEVELAND.			
Day Express.....	7:20 A. M.	7:05 P. M.	
Night Express.....	5:45 P. M.	10:25 A. M.	
CINCINNATI AND INDIANAPOLIS JUNCTION.			
Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.	
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.	
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.			
Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.	
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.	
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.	
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.	
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.	
OHIO AND MISSISSIPPI.			
St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.	
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.	
Louisville Special Train.....	3:45 P. M.	1:50 A. M.	
CINCINNATI AND ZANESVILLE.			
Mail.....	7:00 A. M.	4:10 P. M.	
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.	
KENTUCKY CENTRAL.			
Express.....	6:00 A. M.	6:00 P. M.	
Lexington Express.....	2:00 P. M.	10:50 A. M.	
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.	
PAN HANDLE ROUTE.			
Express Mail.....	7:00 A. M.	6:15 A. M.	
Fast Express.....	8:30 A. M.	4:35 P. M.	
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.	

Labor—Progress—Pacific Railroads.

The great bane of our country is political trickstering, and pandering to the distorted whims and perverted notions of isolated classes or segments of the body politic, and placing them in supposed antagonism to other classes of the community. This is done not by any one party, but by all, for the purpose of catching the aid of the floating drift on the topmost wave of popular sentiment or prejudice. Politicians are thus forced to advocate frequently measures of public polity that they know to be contrary to the real interests of the country; for if they do not, the commonest demagogue that in broken English can harangue a crowd will be the instrument to oust him from his place of power, and consign him to the privacy of retired life. This is no fancy picture, it is a result daily met with in real life. Especially are such tirades successful in times of depression in trade, and consequent great scarcity of labor. We thus have examples of both the cause and effect as seen in "Bread Riots," when the warehouses of dealers are broken open and the contents either burned or mainly wasted by being emptied into the street and trampled under the feet of an enraged multitude. It is not pretended that dealing in the "staff of life" is of itself a crime, and hence dealers should be summarily dealt with! The truth is, the multitude do not stop to think at all—the failure of harvests, the influences of war on the demand for the products of labor—the changes in the channels of labor resulting during a protracted and extensive conflict and the return to peace again, are not weighed in the balances of truth and justice, and viewed in the bright light of facts as they exist. The poor want bread, and it matters not from whence it comes, nor how much is destroyed to serve what is needed for the present moment; and it is the natural life element in which the charlatan and demagogue are bred and exist, to point to the Baker's window or the Miller's door as the true source of supply, as if they in their vocations controlled the providences of God, or the natural consequences of the aggregation of population in large cities, resulting in too many consumers for the number of those engaged in the labor of production.

This evil is one of the results of the brilliant temptations of the city, and the promise and expectancy of great and sudden wealth; it is not a new one—it is not the mushroom growth merely of the present hour—it is an infatuation that has ever afflicted humanity, and one of the most difficult problems of the social economist to regulate and adjust, so that the exact balance between town and country shall be attained. That class, however, the suffering poor—that is most exposed to thus suffer in towns, are unwilling to profit by a change of residence to the country. But, no matter how willing they

might be, they are unable from lack of means for temporary support, although the land should be as free as the air they breathe, they cannot become tillers of the soil—and hence they are the pitiable objects of the cold charities of an unsympathizing world.

MEANS MUST BE FURNISHED THEM

To enable them to fulfill the command, "Go forth and replenish the earth." That this is no mean task will readily be admitted. Charitable and Benevolent Societies cannot accomplish it—at least they never have. The cry of "war to the knife" against the rich by professed *poor man's* friends has never furnished a dollar for such a worthy object, nor resulted in alleviating the sufferings of the distressed, although it has occasionally furnished the "hobby horse" for the underserving to ride into public notoriety and political place and power. Every thing has its appropriate sphere—and no part of the *body politic*, any more than the physical body, can hold in contempt the other members of the same body—or all alike will be made to suffer. Hence it is that the wise and just Legislator cannot legislate exclusively for capital or exclusively for labor—both alike must claim his equal attention. Labor is the MOTHER of Capital; and, as such, should receive due homage. It is not generally consonant with the feelings of a parent to choke its progeny, and it is not the interest of labor to war upon capital, any more than it would be the interest of capital to starve labor, both are dependent on each other, and must act together for the general good.

In the present condition of our country, with its impoverished labor and unrequited toil,—its almost famine-pinched millions crying for labor—food—what is

THE DUTY OF THE HOUR?

And how shall these wants best be supplied? Suppose Congress should vote that every man, woman and child of this great nation should have, and the proper Department should make out a patent for, a thousand acres of land? The government owns enough to do it! Would it relieve the distress of a single household or bring food to a famished hearth? It is needless to press the question farther—the murmur of discontent would still continue and we should be as far from the goal of perfect happiness as when we began. What then shall be done to meet the case. The judicious expenditure of capital will without impoverishing itself,

CREATE LABOR,

And labor will buy food—Food will make happy homes, and discontent will be banished from the land. Thus it will be seen that Labor is dependent on capital, and that instead of being antagonists they should be mutual aids to each other. Capital the offspring—the first-born—of Labor, is Labor's handmaid—her help-meet—not her slave nor

her master. This is the true philosophy of social science.

The next question is, how shall capital, at this time, be judiciously expended, not only so as not to suffer loss, but that a reasonable return for usance will accrue, and yet Labor receive that assistance which it at this time so much needs?

We answer, years have been spent in inventing the means of destruction, as well as in laying waste as far as possible all the material elements of the nation's progress. This is the great cause of our present distress, and we have got to not only "build the waste places," but as a *progressive nation* make up for what we should have done if the war had not occurred. It is just here that the great ventilator of our human bee-hive—our vast PUBLIC DOMAIN comes into requisition. Duty requires that this shall be improved and what is now worthless—the dwelling place of wild brutes and more brutal men—rendered the fit and safe abode of civilized and Christianized man. Then the field of Labor will be expanded, greater energy displayed, more self-reliance created, and happiness and plenty succeed squallid misery and want.

It is almost superfluous for us to add that this can be best and only done by the construction of railroads—the great modern "subduers of the Earth"—connecting the Atlantic with the Pacific States. A vigorous prosecution of the

THREE GREAT RAILROADS TO THE PACIFIC, Each route alike entitled to the fostering care and aid of the government, would do more to accomplish this grand result, and draw the surplus labor of the cities to the hills and plains of the West than a sum equal to the amount required for their construction distributed in donations and charities. The fraternizing of the Nations demand that we shall construct those highways for commerce—great aortas of trade—those avenues of social intercourse between the common brotherhood of the human family, and without which barbarism would again "cover the Earth, as the waters do the great Deep." The People's estate will be improved—the Government enriched—the sources of revenue enlarged—Capital justly remunerated and increased—Labor rewarded—its area and resources extended—and the solid progress and happiness of the Nation insured.

The receipts of the Western Union Railroad Company for the week ending January 14:

	1866.	1867.	Inc.	Dec.
Freight....	\$5,907 72	\$6,732 22	.....	\$824 50
Passengers	2,573 85	2,476 47	.....	102 62
Express and Tel.	600 00	320 00	\$280 00	
Mail	375 00	375 00	.....	4 91
Totals.....	\$9,256 57	\$9,903 69	\$647 12	\$927 12
Increase.....				281 00
Total Decrease				\$647 12
Receipts from January 1, to January 14:				
1867.....			\$ 9,695 71	
1866.....			18,450 33	
Decrease.....			\$ 1,245 38	

Government Lands for Railroads.

We observed with regret, that in the late political canvass in Ohio, some of the Democratic orators pronounced against any more grants to railroads. We have not observed this in other parts of the country, and we may safely assume that it will *not* be a popular doctrine with that party. In our opinion, it ought not to be. Nothing is more certain, than two facts, that great lines of commercial intercourse create far *greater wealth* than they ever cost; and what is of equal importance, *furnish employment* to tens of thousands of people, who without this resource would have found it difficult to get along. There is also another fact of great moment, in connection with lines through a new, or wild country. This is, that it makes *new settlements and cultivation* with great rapidity. Take, for example, the line of the Union Pacific Railroad. That line is now five hundred and twenty miles in advance of what was three years ago the frontier settlements, and in that five hundred miles, towns, ranches, settlements have sprung up the whole way to the foot of the Black Hills. Now it would have taken twenty years or more, to have made a line of continuous settlements that distance. These settlements form the points of departure for other settlements laterally; so that in ten years, from this time, the whole line of western settlement and population will be at least three hundred miles in advance of what they would have been, if the Pacific Road had not been made. But, these settlements become the centres of industry and commerce; and in this way the *basis of taxation* is constantly and rapidly increased; and it is by broaden-

ing and strengthening the basis of taxation that our Debt can be paid, and the financial burdens of the country sustained. It is true, that the Government is not likely to make money by the mere *sale* of lands; for it has abandoned that policy, by the Homestead and Pension Acts. But, it makes money for the nation in a far more extensive and beneficial way, by advancing the settlement and cultivation of the country. But, how can Pacific Roads be made on the Southern and Northern borders, if they are not aided in some way? If the Government gives lands, and to that we shall now confine ourselves, it absolutely gives nothing *from* itself, but something which is immensely *beneficial* to the roads. If there be only one Pacific Road, the settlement of the lands will only extend along that line, and be not more than a twentieth of that vast region, which *ought* to be occupied. It is necessary, therefore, to have lines, both North and South of the Central line. It has been supposed, that most of the great region lying between the Mississippi States and the Rocky Mountains was barren; but this delusion is wholly passed away. Nine-tenths of it will in the end prove both arable and rich. Hence, the Government has the same motive to promote their settlement, as it had to promote the settlement of Illinois, by giving lands to the Illinois Central. It will have vast bodies of cultivable land on either side of the road, open to sale or actual settlement. Even in the mountain region, this will be the case to a considerable extent. In order to comprehend what amount of Public Lands we have in the territory west of the Mississippi, and within the Territories in which the Pacific Railroads, North and South would be made, we extract from the Land Office Report, the following view of the surveyed and unsurveyed lands in those territories, viz.:

Tabular statement showing the number of acres of public lands surveyed in the following land States and Territories up to June 30, 1865, during the last fiscal year, and the total of the public lands surveyed up to June 30, 1866, and also the total area of the public domain remaining unsurveyed within the same.

Land States and Territories.	Number of acres of public lands surveyed up to June 30, 1865.	Total of the public lands surveyed up to June 30, 1866.	Total area of the public lands remaining unsurveyed, including private claims surveyed and not reported, up to June 30, 1866.	Area of the land States and Territories.	
				In acres.	In square miles.
Wisconsin.....	33,375,333	34,511,360	.....	34,511,360	53,924
Iowa.....	35,228,800	35,228,800	.....	35,228,800	55,045
Minnesota.....	21,454,802	22,045,867	31,413,973	53,459,840	83,531
Kansas.....	14,762,581	16,171,776	35,871,744	52,043,520	81,318
Nebraska Territory.....	13,170,301	13,561,132	35,075,668	48,636,800	75,995
California.....	27,008,317	27,680,685	93,267,155	120,947,840	188,981
Nevada.....	451,467	728,119	51,456,841	52,184,960	81,539
Oregon.....	5,448,866	5,730,186	55,245,174	60,975,360	95,274
Washington Territory.....	3,333,902	3,530,645	41,265,515	44,796,160	69,994
Colorado Territory.....	1,197,321	1,622,251	65,257,749	66,880,000	104,500
Utah Territory.....	2,425,239	2,425,239	65,659,241	68,084,480	106,382
Arizona Territory.....	.....	.....	80,730,240	80,730,240	126,141
New Mexico Territory.....	2,293,142	2,293,142	75,275,498	77,568,640	121,201
Dakota Territory.....	1,744,881	1,859,989	152,122,091	153,982,080	240,597
Idaho Territory.....	.....	.....	58,196,480	58,196,480	90,932
Montana Territory.....	.....	.....	92,016,640	92,016,640	143,776

From this table, it seems that over (900,000,000) nine hundred millions of acres of land in these States and territories which are actually surveyed, and over eleven hundred millions undisposed of. Now, if we suppose the North and South Pacific Roads, each 2,000 miles in length, (making 4,000) and the Government gives 20,000 acres per mile of lands in alternate sections, the whole amount will be (80,000,000) *eighty millions of acres*. This looks like a large quantity; but it is only *eight per cent of what the Government has there*. Now, if these roads are made, is it conceivable, that the Government Lands in those wild districts should not be more than doubled in value? The policy, therefore, of ceding this land is plain and palpable. Perhaps it may be said, that even with these the roads could not be made. They certainly could not be made as readily as if they had Government Bonds; but we think they would go on, though slowly.

In the mountains are everywhere small valleys, and some of them very fertile. Mountainous regions like this sustain large populations. Switzerland, almost wholly mountainous, and in a rigid climate, supports 2,000,000 people on 15,000 square miles, which is 133 persons to a square mile, a density of population much greater than that of Ohio and Indiana. At 100 to a square mile, the Territory of Montana will contain fourteen millions of millions, and at 25 to a square mile, only one-fifth that of Switzerland, it would contain *three millions*! At the same rate, New Mexico would contain three millions, Dakota would contain six millions, (6,000,000) and Arizona three millions (3,000,000). This is so very small a proportion, that there can be no doubt, that in a very short time after the roads are made, those territories would contain that population, and make the lands of the road very valuable. We say this, by way of showing the possibility of constructing the roads, and not to impair what we consider almost a right in the Northern and Southern Pacific Roads, to the same terms, and the same amount of Bonds, which were issued to the Union and the Central Roads. In the meanwhile, the Bonds of the Companies themselves may be made available.

If it were a question of mere calculation in the Government, of mere pecuniary interest, it would be, as it has been, the clear duty of the Government to grant lands for the construction of railroads in its unsettled territories.

But there are considerations higher than that, there is the consideration, which is so often spoken of, and so often pressed, and which every year presses harder, that of opening up great commercial routes across the continent. But it is quite evident that no one road will do. Just take up the map and look at the vast country, from the Straits of Fuca to the Gulf of California! Now, if

this country was connected with all the trading points of the interior, running into San Francisco as they do into New York, it might do; but it neither is so, nor can be for a great length of time. We want, and must have *three* great Pacific Roads; one on the route from Mackinaw to Puget's Sound; another for the Mississippi (it may be the Kansas Branch) to the Colorado; and the third now making, the Union Pacific.

But there is another consideration of great force, that of opening up Public Works, for the employment of working men, of which we have already spoken. The reader knows, that in France, Public Works are undertaken mainly to employ laborers; and, young as our country is, it is certainly an argument in favor of works so immensely beneficial as those Pacific Roads will be, that they also employ thousands of men, who otherwise might be out of employment, and enables many of them to find homes in those wild countries.

We must think, that the Government ought by all means to encourage in every practicable way, the continuance and completion of the great Pacific Roads.

Mr. HOWARD introduced a bill granting alternate sections of land to the Northern Michigan Railroad Company, an extension of the Northern Pacific Railroad, in the same manner and to the same amount as provided in the act granting lands to the last-named company through Minnesota and Wisconsin. The road is to be run from Saginaw City, Michigan, to the Straits of Mackinaw, and thence to a point on Montreal River near the south shore of Lake Superior.

This would make the chain complete through the public property to be improved by the construction of the Northern line of road, and should receive a fair contribution towards its construction from the Government as the party whose estate is most improved by its construction, in the increased value of territory through which it passes.

RAILROAD TRANSFER—A LONG AND STRONG CONSOLIDATED LINE.—INDIANAPOLIS Jan. 23. —The Columbus and Indianapolis will take possession of the Chicago and Great Eastern Railroad on the 12th of February. The consolidated companies will form an organization as compact, and scarcely less powerful than, that known as the Chicago and North-western. The new line will embrace seven hundred and eighty eight miles of track, as follows: Chicago and Great Eastern, two hundred and twenty-four miles; Indiana Central, one hundred and eighty-eight miles; Peoria, Logansport and Burlington, one hundred and eighty-three miles; Union and Logansport, ninety-three miles. The main shops of the new company will be located at Logansport.—*Cincinnati Commercial*.

PETROLEUM IN INDIA.—A Calcutta paper states that petroleum has been discovered in the Bengal presidency, and that 5,000 gallons have already been shipped to Calcutta.

Public Improvements for Cincinnati

—IN—

1835.

The following letter will sufficiently explain itself, and the venerable source from whence it emanates is the only apology we need offer for its publication:

CINCINNATI, January 20, 1868.

T. WRIGHTSON—*Dear Sir*: I am glad that you brought up the old railroad subject as you did, especially as it gives me the opportunity to do a little something like justice to two most worthy individuals to whom the country owes perhaps more than to any other two for purely patriotic exertions.

JNO. S. WILLIAMS.

MESSRS. EDITORS:—In your last issue you take me very pleasantly back one-third of the present century, to the time in which several of the now successful railroad projects were started. One thing, however, you omit in the speech of Mr. MANSFIELD, and that is, I distinctly remember that he mentioned the valley of the Little Miami as one of the routes that might be improved to advantage.

Previous to my making the report of the railroad from Covington to Paris, Ky., Dr. B. F. BEDINGER, then President of the Covington turnpike road, of which I was Engineer, mentioned to me the benefit of such an improvement, and proposed that we make a reconnaissance of the route, which we did. This reconnaissance was the basis of the report which soon followed.

Yours truly,

JOHN S. WILLIAMS.

The great object for which so many of the leading minds in the early history of our city labored, the improvement and growth of Cincinnati, was not neglected by JOHN S. WILLIAMS, the author of the above communication; he occupied his position in the foremost rank of the live men of the day, and this moment although bent and enfeebled by years of toil and thought, he has a more vivid conception of the future needs of the city than ninety-nine out of every hundred of our business men.

The following record of his labors show the part he took in the efforts to establish at that time, the now so much needed direct Southern railroad connection:

LETTER FROM J. S. WILLIAMS, CIVIL ENGINEER.

To Dr. Daniel Drake, of the Committee of Correspondence and Inquiry:

DEAR SIR:—Your note of 18th instant, requesting me, if convenient, "to contribute

any facts, observations, or suggestions, in addition to those contained in our report on the subject of the Cincinnati and Charleston Railroad," is received, and in answer thereto I may inform you that I have very few, if any, ideas not contained in that report, but have taken efficient measures to collect information, both general and particular, relative to every bearing of the subject, which shall be at the call of your committee as soon as it is in my possession.

The subject of connecting this city with Charleston, S. C. cannot be too closely examined nor too fully investigated. It is one that involves the interests, if not the destiny, of millions of Americans, born and unborn. The experiment we propose differs in many respects from anything heretofore tried, and which, if carried out, would produce the happiest results. It would strengthen the bonds of union between the cotton-growing, slave-holding, and the wool-growing, victualing districts. It would cross a line of demarcation over which a work of internal improvement has not yet been prosecuted. By means of the proposed work we should enter into the closest connection and union of feeling, with those to whom we are, total strangers, farther than the mere circumstance of belonging to the same great confederacy makes us familiar. At present, in a national point of view, we have less sympathy for our fellow-citizens of South Carolina, than we have with those of Louisiana, although the separation from the latter, both by distance and national origin is greater than from the former. Construct but the proposed work, and we should habitually call those our neighbors and friends, who now feel to us as foreigners. Intermarriages would take place, and personal acquaintance would be the result followed by friendships, instead of the present estrangement from those who are politically our brethren. As things are, some of us transfer our dislike of slavery to the persons of the slave-owners; but were we more intimately acquainted with the circumstances that surround them, we should treat the subject as their misfortune—not their crime; and instead of viewing the condition of slaves as always to be abhorred, we should be brought to believe that, odious as slavery in the abstract may be, it is often greatly to be preferred to degraded liberty. Our fellow-citizens of the South, by becoming better acquainted with us, would not be so liable to mistake the opinions of a few for the prevailing sentiment of the North and West. Individually, I hail every effort to unite the slave-holder and the non-slave holder more closely together, as tending to perpetuate our Union, to promote morality, increase religion, and to establish universal freedom upon a proper and safe basis. The South, possessing a slave population, whose physical strength increases in a ratio greater than that of their owners, will, no doubt, view this additional bond of union with their white brethren as auspicious of their own safety.

It will not be on account of political economy alone that the South-east will see it her interest to be connected with the North-west. By the proposed work, her greatest emporium will be almost brought into juxtaposition with the most South-westwardly manufacturing city, and the greatest victualler in the United States. Cincinnati, as a victualler, has no rival. Within one year from this day gone, she has shipped for other ports, agreeably to the best calculations, 130,000 barrels of flour, 84,500 barrels of pork, 17,000,000 pounds of bacon, and 235,000 kegs of lard! Large quantities of these supplies are now taken by

steam, or floated to New Orleans, 1,550 miles; they are there shipped, and after being navigated about the same distance, in hot climates, are landed at Charleston, which might arrive there, by the proposed railroad, in six days after being packed in Cincinnati.

The same inducements that would cause Charleston to obtain her supplies by way of the railroad, would make her the shipping port for most of the exports of this country destined for Europe or the Eastern States. One-half of the flour and pork of Ohio, now finds a port at New York, after traversing eight hundred miles by canal, lake, canal again, and river. Might not Charleston step forward and take a share in this important trade? Again the Eastern and European goods which we receive via New York, Albany, Buffalo, Cleveland and Portsmouth, travel 1,100 miles from New York to Cincinnati by two rivers, two canals, and the lake. Could not Charleston compete with this upon 700 miles of railroad? Is the harbor and enterprise of that city so inferior to those of New York? Further, the merchandise we receive from Philadelphia travels by two railroads, two canals, and one river, 350 miles, would not a railroad and Charleston harbor be better than this line and the Delaware Bay? Further still, from Baltimore via Pittsburgh, should the Baltimore and Ohio Railroad terminate there, to Cincinnati would be about 800 miles, would the Chesapeake Bay and this line of transportation be preferred to 700 miles of railway? Both cities are deeply interested in the proposition, in a commercial point of view, for in no case can the dangerous and long route by the Gulf of Mexico and Mississippi and Ohio rivers never as closely connect them as their mutual interest requires; but as other channels of transportation are opened, Cincinnati and Charleston will become greater strangers.

Add to a commercial, our manufacturing character, and a connection with us will appear still more important. We manufacture almost every American article that the South-east wants, and which we would gladly barter for merchandise taken by her in commercial transactions with the Eastern States and Europe. We have upwards of fifty steam engines and much power, in effective operation. Our steam engines rate from five to three hundred horse power each. They do almost every thing that the genius of man has yet done by steam on land, and are equal to the task of at least twenty thousand men. We are manufacturing, this summer, one hundred and eleven steam engines, and about twenty sugar mills—the engines mostly very large, and many of the very largest class. The manufacture of these takes most of the power of ten of the smaller class of our engines. Three more are in part employed in the manufacture of cotton gins. This is a new branch of manufacture among us, just springing into importance. In 1834, we made but fifty-five as the first experiment. This year we are making two hundred and forty-five, and preparations are in progress to supply the full demand next year, estimated at five hundred and thirty, and all for the Mississippi Valley. They average sixty saws—are set in cast frames and beautifully finished. We can make and send them to Charleston cheaper than she can either manufacture or procure them from the East, had we a quick and safe conveyance. The South-east requires at least a thousand annually, and they could not only barter on good terms for gins, but for horses or steam engines to work them. When the above thirteen en-

gines are deducted, we have all our large and some smaller ones, numbering about forty, doing everything in which that useful power can to aid the labor of man. We are not, moreover, behind other cities in the performance of labor that takes the almost unaided human sinew to perform. Of this class is ship-building. The tonnage that our shipyards are about to get afloat this season, amounts to 5,452 tons, in twenty-five boats, from 93 to 512 tons burthen each. This is not mentioned as forming any part of my subject, farther than the business and importance of our city is connected with it.

By comparing the proposed railroad with the prominent works of internal improvement, its importance will stand in bold relief. New York is now about to double the size of her Erie canal, and also to construct a railroad parallel with it, the entire length of the State. Philadelphia has scaled the mountains, by railroads and canals, and with two turnpikes. Baltimore is about to do the same, by a railroad, not satisfied with a turnpike—Washington City is menacing the Alleghenies with the Chesapeake and Ohio canal, and Richmond is looking this way—and all for what? To prevent the fatness of the Ohio Valley from swimming down to New Orleans! The experiment has not failed—New York has enriched herself by it—Philadelphia is doing so—Baltimore, Washington, and Richmond wish to do it, and Charleston may, if she enters for the prize. She stands in the front rank, and she will enter the list when she finds the course clear for Southern competition; and she will win. New Orleans, too, finding that steam boat navigation is too slow for her, stretches North to snatch the prize which the Eastern cities are about to take; and her Nashville railroad of about 650 miles is not considered too great a stake.

Compare that proposed work, parallel with a river capable of carrying 500 tons in one load, from point to point, with the work we are advocating, along no navigable stream. Compare the easy access of Charleston to the open Atlantic, with that of Orleans by 120 miles of river and 650 of dangerous Gulf navigation, and the difference is conspicuous. Will Nashville, will Tennessee take that direction at all? Will she prefer 600 miles of railway, through other States, that will deliver her produce in an unhealthy climate, between the Gulf of Mexico and the reefs of Florida, to joining our road from Knoxville, when she will arrive at open sea with less distance? Will she prefer to pay other States her fare, when by a road through the centre of her own, she can raise to wealth and importance by the transit of her merchandise? Nay, we cannot think so. Nashville will find it to be her interest to unite with Charleston and Cincinnati, and by a union of effort, accomplish a work that will at once raise three or four States above midway importance. And who can say that within ten years from this day, a route from the mouth of the Ohio, by Nashville, Knoxville, and Charleston, will not only be the shortest and safest, but the cheapest route to Europe, from the Upper Missouri—the far, far West!

More might be added, but my time forbids; less I fain would say, but my theme commands, and should I find that now, or at any future time the views of your committee have been advanced by me, it will be a source of gratification to

Your obedient servant,

JNO. S. WILLIAMS.

Cincinnati, August 22, 1835.

Cincinnati, Sandusky and Cleveland Railroad.

SANDUSKY, Ohio, Jan. 21, 1868.

HON. E. D. MANSFIELD,—*Dear Sir*: In your RAILROAD RECORD of the 16th is the following:

CINCINNATI, SANDUSKY AND CLEVELAND.—This is the new name of an old road, known recently as the "Cincinnati Dayton and Eastern," but formerly as the old "Mad River Railroad, the "Pioneer" railroad of Ohio. Its great difficulty is that it has neither "head nor tail," beginning nor ending. It begins at the "Lake" and ends fifty miles short of where it wants to go. Has no real, tangible connections, and has to rely on local traffic. We have great respect for it on account of its antiquity; but cannot see the propriety of the "Cincinnati and Cleveland" part of its cognomen, although we understand that "it is expected that arrangements will soon be made to run through trains from Cleveland to Cincinnati via Sandusky."

I have known you, by reputation as an honorable and very correct and well informed gentleman so long, that I am under the belief that the above article was published without your knowledge. It is not correct. Briefly, our line proper extends from Sandusky to Dayton, 155 miles, total distance from Cleveland to Cincinnati via Sandusky, not owned by our line is just 120 miles. Is there any line of railroad between Cleveland and Cincinnati owning more. The C. C. & C. own from Cleveland to Columbus only; from Columbus to Cincinnati is at least 120 miles. Now since January 1, 1868, our entire trains run through from Sandusky to Cincinnati. *There is no change* either of freight, baggage, express, mail or passengers.

A locomotive is waiting at Dayton to take our train directly through to Cincinnati. Can you not see some propriety, therefore, in the Cincinnati *part* of our name. We are in hopes of satisfactory connections from Sandusky to Cleveland, the same as we do now have from Dayton to Cincinnati, and if we do obtain the arrangement from the Lake Shore Line, we shall build a connecting link that will give us such connection. I do not, therefore doubt, you will upon this explanation, in your next number make such a correction of the notice enclosed, as your sense of right (by which I am willing to abide,) shall direct.

All the Cincinnati papers but yours give our line in their Railroad columns, and I see the C. C. & C. is in yours.

Truly yours,

RUSH R. SLOANE.

We publish the above in full, so as to make the *amende honorable* as full as possible, and give the road all the benefit that can accrue from an explanation. It is true that Mr. MANSFIELD did not see the article in question, and if he had we are unable to see how it would have changed the facts, as they are shown by the letter of Mr. SLOANE. We have no personal antipathy against the road—far from it; and still insist that its *new* name is a *misnomer*, on general principles. The instance of the C. C. & C. is only another example of the same class, and we further

insist upon it, that the Cincinnati, Sandusky and Cleveland Railroad ends fifty miles *short of where it wants to, and must eventually go*—viz.: Cincinnati—and that too, by an independent line. We have no doubt but this will be accomplished in the course of time, notwithstanding the unsigned contract to the contrary. It will be a natural result of the various events now in embryo, among which we may mention the fact, that Mr. C. KILGOUR of the L. M. R.R., and Mr. T. GAYLORD, the great iron founder are now at Frankfurt, lobbying for a charter for a railroad bridge across the Ohio, at the Depot of the Little Miami Road,—the completion of the railroad from Louisville to Cincinnati—the hope entertained by many of the construction of a direct rail connection, by the extension of the Kentucky Central Railroad, with the whole Southern system of railroads—and the willingness recently manifested by the local authorities to grant facilities for convenient connections between the various roads centering in this city, whereby the through traffic can pass from one road to the other without re-handling. All these point to the necessity, and with unerring certainty to the completion of the tunnel entrance to Cincinnati, when we doubt not, the Cincinnati, Sandusky and Cleveland Railroad will make use of it, and become in *fact* a real Cincinnati road. *So mote it be.*

Chesapeake and Ohio Railroad.

The re-affirmation by a late vote in Richmond of her former vote of \$2,000,000 subscription to the Chesapeake and Ohio Railroad, announced last week, was deemed expedient on account of the objections by some to the first vote, alleging that it was illegal because voters unknown to the laws of Virginia (negroes) were allowed to vote, while others, entitled under the State laws to vote, (the non-registered whites), were excluded from the polls. The gentlemen thus objecting threatened to test the legality of the vote in the Courts. The Richmond *Dispatch* states that the President of the Central road, and the friends of the extension of that road to the Ohio, perceiving that the credit of the city bonds, issued under a vote thus to be contested must be seriously affected, determined to appeal to the council to authorize a second vote upon the proposition, in which the non-registered whites should be allowed to vote. This appeal was granted, and General Schofield concurring and authorizing the use of the registry of voters in the city for the occasion, the election was fixed for the 31st ult., and came off accordingly, with a result more decisively favorable to the subscription than that of the first election. The previously disfranchised gave some seven to one votes in favor of the subscription, and the subscription was carried so decidedly by the white vote alone that no further ground is left for cavil. The completion of this road, to which the subscription has been voted, is looked upon as of great importance to the interests of Virginia, being an extension of the Virginia Central Railroad to the Ohio, and it is thought to be secured by the subscription which Richmond has made to the work.

The Camden and Amboy Monopoly.

There is the deepest feeling, says the New York *Tribune*, all along the line of the Raritan and Delaware Bay Railroad, at Alsion, Shemong, Jackson, and other places, and it may be safely said that the indignation against the Camden and Amboy monopoly is universal. As a freight road the Raritan Road did a very large business, and had become a necessity to the people of that section of New Jersey through which the road passes. There is an uneasy feeling in the minds of the people because they believe that the recent decision foreshadows another lease of chartered power for the Camden and Amboy. A large meeting was held at Hammonton on the 6th inst. to protest against the recent decision of the Court of Error and Appeals, which, in the popular opinion, acquiesces toward the opinion that the Monopoly is perpetual, unless the Legislature should, after this date, charter another through line. Speeches were made by several distinguished gentlemen, and the following resolutions were adopted:

Resolved, That all legislation which forestalls all the advantages of commerce in favor of a single corporation; all legislation that mortgages the sovereignty of the State to the uses of any monopoly is dangerous to the State and to the nation, and ruinous to the people, who are the family of the Republic.

Resolved, That we call upon Congress to put an end to the claims of the Camden and Amboy, that there can be no commerce between the cities of New York and Philadelphia, except by the lines of the Camden and Amboy and its connections.

Resolved, That since the General Government claimed and commanded the services of the Raritan and Delaware Bay Railroad as common carriers in conveying troops and munitions of war across New Jersey for the National defense in time of insurrection and civil war and at the hour of extremest peril to the Republic, we call upon Congress as the law making power of the American people to see to it that this Raritan and Delaware Bay Railroad may have a chance to live without being a drudge in the service of a grasping monopoly.

Resolved, That it is our solemn conviction that so long as a railroad monopoly, absorbing all rival interests it cannot crush, continues the dominant power in this State, that just so long the State government of New Jersey ceases to be republican in form, sentiment, or spirit.

Resolved, That we will continue to agitate this question and persist in this demand of the people against this most intolerable railroad aggression until we have secured by firm enactment of our own Legislature, such barriers to the unscrupulous selfishness of corporations as may secure the rights absolutely necessary to establish justice while protecting and promoting the interests of the community at large.

It is about time that this "tom-foolery" was put an end to, and that the National doctrine of "one flag, one government, and one nation" was more fully understood and recognized. The time cannot be far off when the "white," at least, if not the "colored" citizens of "one" State shall have all the rights, privileges and immunities of the citizens of the several States; and when person-

al transit, as well as the commerce between the States will be free and untrammelled by the local acts of Legislative freebooters, who demand your money to save themselves from legitimate taxation.

The Vanderbilt Railroads.

The *Times* publishes the following programme for consolidating the New York Central, Hudson, and Harlem Roads:

Present Capital of the Central.....\$28,537,000
Bonds Convertible, not yet Con-
verted..... 453,000

Together.....\$28,990,000
A Scrip Dividend of 33½ per cent.. 9,663,000

Enlarged Capital.....\$38,653,000
Bonds outstanding, Jan. 1, 1868... 11,347,000

Total Revised Value of Road, &c.\$50,000,000
Present Capital of the Hudson.....\$14,000,000
Available for Scrip Dividend..... 6,000,000

Enlarged Capital.....\$20,000,000
Bonds Outstanding, Jan. 1, 1868.. 5,000,000

Total Revised Value of R'd, &c.\$25,000,000
Present Capital of Harlem..... \$6,800,000
Available for Scrip Dividend..... 3,200,000

Enlarged Capital.....\$10,000,000
Bonds Outstanding, Jan. 1, 1868... 5,000,000

Total Revised Value of R'd, &c.\$15,000,000

Net income of the Hudson, \$2,500,000 per annum, would give:

Ten per cent on above capital.....\$2,000,000
Interest on bonds..... 350,000
And leave for contingencies..... 150,000

Total.....\$2,500,000

Net income of the Harlem, \$1,500,000 per annum, would give:

Ten per cent on capital.....\$1,000,000
Interest on bonds..... 350,000
And leave for contingencies..... 150,000

Total.....\$1,500,000

Estimated for New York Central:

Ten per cent on capital.....\$3,865,000
Interest on Sinking Funds..... 1,000,000
And leave for contingencies..... 1,135,000

Total.....\$6,000,000

NOTE—Nearly the entire debt of the Central is on six per cent interest, but with Sinking Funds attached to the Principal Loans of Certificates of 1853, \$6,266,934, and of 1864, \$2,925,000.

• The Omaha Pacific Railroad Company have notified the Government that they intend to construct a railroad from Denver to the main road, a distance of one hundred and two miles and have it completed in October next.

• The Boston, Hartford & Erie road have made arrangements to complete their road without delay, and have already a large force at work.

Union Pacific Railroad.

Another section of twenty miles has been finished upon the Union Pacific Railroad. This completes the national thoroughfare to the five-hundred-and-fortieth mile-post, and takes the locomotive to within ten miles of the summit of the Black Hills. The cold and the storms of winter, which effectually stop all ordinary railroad construction, are not allowed to block the work of the contractors upon this great enterprise, but all through the Winter months the pick and the drill will be busy in the mountain sections, digging and blasting a way for the speedy following of the track-layers. Meanwhile, a steady influx of settlers into the region opened to occupation and trade by means of this road, is giving assurance of future wealthy and vigorous States. Cheyenne, the frontier city, which six months ago, was unknown, has its churches, schools, hotels, theaters, and daily newspapers, and its shrewd business men are in active correspondence with their neighbors at Denver, 100 miles to the Southward, respecting the construction of the branch railroad to that mining capital. The miners and capitalists of Idaho are discussing the project of another branch to the North, and the saints at Salt Lake, already within five days' ride of Omaha, are impatient even of that consumption of time, and anxiously await its reduction to forty-eight hours. In all these local enterprises, which add to the importance and traffic of this great railway line, our own city is directly interested. Each new ramification of trade or industry in the great West is an indication of the increased commercial importance of the national metropolis; and no other one industrial enterprise promises to do so much for the aggrandizement of New York as the Union Pacific Railroad.—*Tribune.*

A Remarkable Mechanical Invention—A Steam Man.

Mr. Zadock Deddrick, a Newark machinist, has invented a man; one that, moved by steam, will perform some of the most important functions of humanity; that will, standing upright, walk or run, as he is bid, in any direction and at almost any rate of speed, drawing after him a load whose weight would tax the strength of three stout draught horses.

The man stands seven feet and nine inches high, the other dimensions of the body being correctly proportioned, making him a second Daniel Lambert, by which name he is facetiously spoken of by the workmen. He weighs five hundred pounds. Steam is generated into the body or trunk which is nothing but a three-horse power engine, like those used in our steam fire engines. The legs which support it are complicated and wonderful. The steps are taken very naturally and easily. As the body is thrown forward upon the advanced foot the other is lifted from the ground by a spring and thrown forward by the steam. Each step or pace advances the body two feet and every revolution of the engine produces four paces. As the engine is capable of making more than a thousand revolutions a minute it would get over the ground, on this calculation, at the rate of a little more than a mile a minute. As this would be working the legs faster than would be safe on uneven ground or on Broad street cobble stones it is proposed to run the engine at the rate of five hundred revolutions per minute, which would walk the man at the modest speed of half a mile a minute.

The fellow is attached to a common Rocka-

way carriage, the shafts of which serve to support him in a vertical position. These shafts are two bars of iron, fastened in the usual manner to the front of the carriage and are curved so as to be joined to a circular sustaining bar, which passes around the waist like a girth, and in which the man moves so as to face in any direction. Besides these motions machinery has been arranged by which the figure can be thrown backward or forward from a vertical nearly forty-five degrees. This is done in order to enable it to ascend or descend all grades. To the soles of the feet spikes or corks are fixed which effectually prevent slipping. The whole affair is so firmly sustained by the shafts and has so excellent a foothold that two men are unable to push it over, or in any way throw it down. In order to enable it to stop quickly, it is provided with two appliances, one of which will, as before stated, throw it backward from the vertical, while the other bends the knees in a direction opposite to the natural position.

An upright post, which is arranged in front of the dash-board, and within easy reach of the front seats, sustain two miniature pilot wheels, by the turning of which these various motions and evolutions are directed. It is expected that a sufficiently large amount of coal can be stowed away under the back seat of the carriage to work the engine for a day, and enough water in a tank under the front seat to last half a day.

In order to prevent the "giant" from frightening horses by its wonderful appearance, Mr. Deddrick intends to clothe it and give it as nearly as possible a likeness to the rest of humanity. The boiler and such parts as are unnecessarily heated will be encased in felt or woolen undergarments. Pantaloon, coat and vest, of the latest styles are provided. Whenever the fires need coaling, which is every two or three hours, the driver stops the machine, descends from his seat, unbuttons "Daniel's" vest, opens a door, shovels in the fuel, buttons up the vest and drives on. On the back between the shoulders the steam cocks and gauges are placed. As these would cause the coat to set awkwardly a knapsack has been provided that completely covers them. A blanket neatly rolled up and placed on top of the knapsack perfects the delusion. The face is molded into a cheerful countenance of white enamel, which contrasts well with the dark hair and moustache. A sheet iron hat with a gauge top acts as a smoke stack.

The cost of this "first man" is \$2,000, though the makers, Messrs. Deddrick & Grass, expect to manufacture succeeding ones, warranted to run a year without repairs, for \$300. The same parties expect to construct, on the same principle, horses which will do the duty of ten or twelve ordinary animals of the same species. These, it is confidently believed, can be used alike before carriages, street cars and ploughs. The man now constructed can make his way without difficulty over any irregular surface whose ruts and stones are not more than nine inches below or above the level of the road.—*Newark (N. J.) Advertiser.*

• A company has been formed in New York to build a railway from the Derby & New Haven roads to Peekskill; thence, by a suspension bridge, two hundred feet above high water mark, to Caldwell's and to Turner's, on the Erie Railway, making a bee line from the Erie to New Haven.

Mineral Resources of Lake Superior.

The results of the mining enterprises in the Lake Superior region, for 1867, are stated as follows by *The Detroit Post*:

Notwithstanding the depression which has borne so heavily upon the copper interest throughout the entire year, it will be seen that some very hopeful features are presented, especially the handsome addition to the capital invested. There is reason to believe that this great interest has passed its most trying ordeal. It must be borne in mind that while the market price of copper has doubtless touched its lowest point, the cost of producing it has touched its highest. There is, therefore, much to hope for, and when the clouds of depression and gloom are chased away by the sunburst of prosperity, those who have freely invested their means in developing the resources of the country will only reap the rich harvest that their indomitable perseverance and unflinching courage so well deserve.

Product of the Copper Region.

Product of the copper mines for 1867, tons.....	7,900
Product of the copper mines for 1866.....	8,000

Decrease.....	100
Value of product for 1867.....	\$3,876,000
Value of product for 1866.....	4,800,000

Decrease.....	\$924,000
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Product of the Iron District.

Ore in 1867, tons.....	463,500
Pig Iron in 1867, tons.....	30,243
Total.....	493,743
Valuation in 1867.....	\$3,414,120
Valuation in 1866.....	2,405,920

Increase.....	\$1,008,200
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The increase in the iron product has been 100 per cent. within the past three years, and the population and business of the district have been proportionately augmented.

Value of Exports and Imports in 1867.

Copper region.....	\$6,852,000
Iron district.....	5,480,000
Lumber and shingles (exported)...	7,000
Fish, (13,500 bbls.).....	54,000
Hides and tallow.....	28,000
Ashes.....	3,500

Total exports and imports.....\$12,324,500

[We have included in the imports the items of merchandise, materials, provisions, &c.]

The value of the exports and imports in the lumber district on the south slope of the Upper Peninsula, the trade of which is with Chicago, Milwaukee and Green Bay, is about \$2,400,000.

New Capital Paid in.

Amount in the copper interest, '67	\$2,255,000
Amount in the iron interest, '66....	1,650,000

Total.....\$3,905,000

Business of the St. Mary's Ship Canal.

Receipts from tolls in 1867.....	\$31,054 19
Receipts from tolls in 1866.....	23,969 54

Increase.....\$7,085 25

It will be seen that including the lumber trade to which we have referred, the yearly commerce already aggregates \$14,744,500, and is rapidly increasing.

From Arizona.

SAN FRANCISCO, January 23.

Late Arizona advices state that Gen. Palmer, the Southern Pacific Railroad Surveyor, expresses an opinion that the road can be built to the 30th parallel. It is reported that the parties surveying the (Gila) route, may possibly change the road to the 32d parallel, but thought doubtful. Gen. Palmer placed his corps of surveyor's line, from Techachapsee to San Francisco, and sent back a party of engineers from Colorado River to correct surveys from 35th parallel to Rio Grande.

It is the intention of Palmer to proceed immediately to Washington, via San Francisco, in order to make his report in time to secure some Congressional assistance.

The above is a good specimen of telegraphic blundering. The 30th parallel runs through the centre of the Mexican States of Chihuahua, and Sonora Lower California, whereas Gen. Palmer crossed the continent on the 35th parallel, going direct West from Albuquerque through New Mexico and Arizona to the Colorado, and thence by the usually traveled route to San Francisco. The choice between the 35th and the 32d parallels depends entirely on the objective point to be attained on the Pacific coast. If San Francisco, then the 35th is the nearest and the best, and it would be equally good for San Diego; but if it is intended to make the terminus of the road at Guymas, or any other port on the Gulf of California then the route of the 32d parallel would undoubtedly be the shortest as well as the best route between the Atlantic States and the Pacific. The following shows the real intention of the Managers of the road:

THE UNION PACIFIC RAILROAD, EASTERN DIVISION.—This road is now running to Cayote Station, 335 miles west of the Missouri State line. The subsidy granted by Congress extends about fifty miles further West, which will be completed, and the road in operation to Pond Creek, by the first of next June.

The managers of this road propose now to make an independent railway through New Mexico and along the 35th parallel to the Pacific. As a continental line the route proposed has many advantages. The climate is mild; no snow to obstruct travel; wood, water and coal are abundant along nearly the whole way. It will open up New Mexico and Arizona, and invite trade from the neighboring States of Mexico.

THE EAST INDIAN RAILROAD.—From statistics published in a late number of *Engineering*, we find that the financial condition of the above railroad is in a most flourishing state. The number of miles first opened to traffic were only thirty-eight, and the profits were 928 rupees per open mile. The number of miles now open is 1,129, and the profits have reached 10,857 rupees per mile. The working expenses have heretofore reached, on an average, 50 per cent. of the gross earnings; but for the last few years there has been a slight improvement in this respect. In 1866 the working expenses were reduced to 44-2 per cent. of the gross earnings, showing that the management is now conducted on more economical principles. A rupee is worth about 44 cents.

MONEY AND COMMERCIAL.

The condition of the money market, although not materially different to that reported in our last week's issue, is nevertheless, full of more marked hope, and greater confidence in the "good time to come." But, as remarks the *Price Current*, "Bankers continue to exercise great caution in making loans, owing to the many failures, here and elsewhere, and the want of confidence consequent upon the protracted depression of trade, and the constant drain upon the capital of those engaged in business because of the losses incurred by the decline in prices."

This necessarily throws a good deal of what is generally supposed to be good paper on to the street, where it finds a market at from 12 to 18 per cent, while satisfactory paper is done for customers at 8@10 per cent.

The supply of Exchange has been good, and the market, although firm at quotations, has been easy. The quotations are—

	Buying.	Selling.
New York.....	50c dis. @par	1-10 prem.
Philadelphia.....	50c dis. @par	1-10 prem.
Boston.....	50c dis. @par	1-10 prem.
Gold.....	138 3/4	139 1/4
Silver.....	120 @129	127 @130

The New York gold market for the week has been characterized by its usual amounts of ups and downs—the creation of the efforts of the "bulls and bears" to devour each other. The daily changes have been as follows:—

	Opening.	Highest.	Lowest.	Closing.
Jan. 16.....	139 1/2	140 3/4	139 1/2	139 3/4
" 17.....	138 1/4	139	138 1/4	138 3/4
" 18.....	137 3/4	138 1/2	137	138 1/4
" 19.....	138 3/4	139 1/2	138 3/4	139 1/4
" 20.....	139	139 3/4	138 3/4	139 1/4
" 21.....	139	139 3/4	138 3/4	139 1/4
" 22.....	139	139 3/4	138 3/4	139 1/4

The following from the *Tribune* of Wednesday shows the spirit and temper of the New York markets:

Money is offered in large amounts at 5@6 per cent., and long loans upon miscellaneous stocks are readily made. The flow of currency to the Atlantic cities is large, and borrowers have a decided advantage. An examination of the condition of the banks, as compared with the same period in 1867, shows those institutions to be in a position of unusual strength and prepared to make a large expansion in their loans and discounts. Their legal tenders and specie show a very large increase, together, \$10,746,515. Their deposits are up \$5,904,106, while the loans show the small increase of one million. Their surplus of reserve is up nearly fifty per cent. the surplus in 1868 standing at \$29,357,000 against \$20,086,000 in 1867. The strength of the banks is much greater than is indicated by these figures. The commercial paper under discount is based upon lower prices for commodities, and is consequently safer. This glut of money, which has not yet reached its maximum, is already turning the attention of capitalists to stocks as a means of temporarily employing money, and higher prices are daily recorded for governments, which reducing their gold income to currency, unite in the highest degree safety of the principal with the largest earnings. The natural desire to make interest causes money lenders to look with more favor upon stock loans, which in turn

will stimulate speculations in stocks, such as marked 1863 and 1864. The repeal of Mr. McCulloch's power to contract the currency has for the present determined the character of the money market. It secures a superabundance of money for all short engagements at low rates, and disinclines people to make long engagements at any rate. It secures rampant speculations in the Atlantic cities, and brisk times for brokers and their clients.

Government stocks are active at full prices, with a large counter demand from investors, who readily pay the advanced quotations. State stocks and railway mortgages are firm. The miscellaneous shares are more generally dealt in, and full prices paid. Canton sold at 58. For Western Union Telegraph, 28½ was paid. The Express stocks are steady. New York Central was specially active, and was reported in some quarters as scarce for delivery. The February dividend will be 3 per cent. Erie was active, and sold at 76½ after the call. The Western shares were active at full prices. At the Second Board the market was strong, but prices, under sales to realize profits, were lower after the call.

At the close there was a heavy pressure to sell Erie, which declined to 74½, with heavy sales, and the balance of the market declined from ¼@½ per cent in sympathy, closing excited and weak.

The West Branch of the North Missouri Railroad was completed on the 23d ultimo to Brunswick.

PASSENGERS

Purchasing Tickets via

Baltimore & Ohio R.R.

—TO—

BALTIMORE,

PHILADELPHIA,

NEW YORK, and

BOSTON,

HAVE THE PRIVILEGE OF GOING TO

WASHINGTON

FREE!

Fare to Washington City same as to Baltimore.

JNO. L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.
JNO. W. BROWN, General Passenger Agent. } Dec. '67.

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

SUSPENSION

COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2½ inches in width, and under. For Tickets over 2½ inches in width.

SIZE NO. OF	PRICES.	SIZE NO. OF	PRICES.
NO. FORMS.		NO. FORMS.	
1 64	\$87	11 64	\$38
2 96	40	12 96	42
3 144	46	13 144	48
4 192	54	14 192	57
5 256	62	15 252	65
6 320	70	16 320	75
7 400	80	17 400	85
8 500	90	18 480	95
9 600	100	19 600	110
10 720	115	20 700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St., Cincinnati, O

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Railroad Printers

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SPECIALTY,

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INSURANCE COMPANIES,

MANUFACTURERS,

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PUBLIC OFFICES, Etc., Etc.

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J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLS, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
O. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Ind. at
Aug. 2, 1866.]

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*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, with-
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thus dispensing with tanks, pumping ma-
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WITHOUT CHANGE OF
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PASSENGERS leaving CINCINNATI by the A. & G.W.
Railway, on Saturday Morning, by the 6:00 a.m. Lightning
Express, go

THROUGH TO NEW YORK

Without Detention arriving in New York 3:15 p.m. next
day, Sunday.

2 Through Lightning Express Trains for New York,
Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave Cincinnati.....	6,00am.....	7,00pm
" Dayton.....	8,20 ".....	9,15 "
Arrive West Salem.....	1,40pm.....	4,03am
" Leavittsburg.....	4,40 ".....	7,30 "
" Meadville.....	7,05 ".....	10,15 "
" Susquehanna.....	7,30am.....	10,38pm
" Paterson.....	2,33pm.....	6,17am
" New York.....	3,15 ".....	7,00 "
" Boston.....	6,00am.....	5,00pm

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

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Passengers to the Eastern Cities will find the

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A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequalled by any Railway on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for all
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Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
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FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton
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posite Post Office. Also at any of the principal Railroad
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W. B. SHATTUCK, Gen'l Ticket Agt. L. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a.m. and 8:00 p.m. On Sundays, one Express Train
at 8:00 p.m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers from the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a.m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p.m., Pittsburg 12 night

9:00 a.m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p.m. Without change of cars from
New York to Harrisburg.

8:00 p.m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p.m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a.m. next day.

3:00 a.m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p.m.; passes Harrisburg at 3:00 a.m.;
Reading at 4:49 a.m.; Allentown at 6:00 a.m.; Easton at
7:09 a.m. Through cars from Pittsburg to New York.

9:05 a.m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p.m.; passes Harrisburg at 9:05 a.m.; Read-
ing at 10:52 a.m.; Allentown at 12:12 p.m.; Easton at
1:10 p.m. Through cars from Pittsburg to New York.

7:25 a.m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:40 a.m.; Allentown 12:30 p.m.; Easton at
1:35 p.m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p.m.

2:10 p.m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a.m.; passing Harrisburg at 2:10 p.m.; Read-
ing at 4:30 p.m.; Allentown at 6:00 p.m.; Easton at
7:20 p.m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p.m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

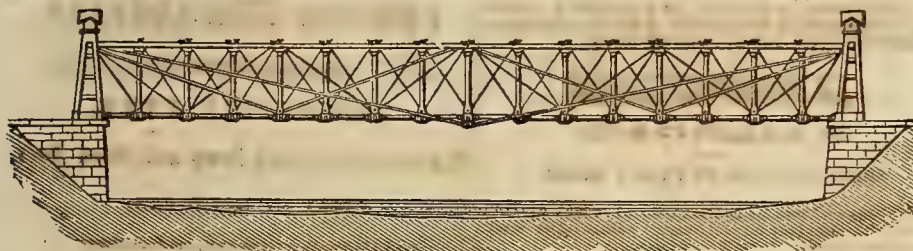
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, Gen'l Ticket Agent.



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THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

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In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

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LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pairs of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

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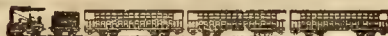
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WITH

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MANUFACTURERS, IMPORTERS & DEALERS

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RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



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ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

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At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower *than the cost by any other line*, as recently charged; and a rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

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Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

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Leave CINCINNATI,	7 40 a.m.	10 10 p.m.	4 0 p.m.
Arrive SEYMOUR,	12 00 m.	2 00 a.m.	8 10 "
Leave "	12 20 p.m.	2 10 "	
Arrive VINCENNES,	5 15 "	6 35 "	
Leave "	5 20 "	6 40 "	
Arrive ODIN,	9 35 "	10 30 "	
Leave "	9 45 "	10 40 "	6 30 a.m.
" SANDOVAL,	9 55 "	10 50 "	6 40 "
Arrive ST. LOUIS,	1 00 a.m.	1 30 p.m.	9 40 "
Trains Arr. at Cinc'ti,	6 10 a.m.	11 30 p.m.	12 00 m.

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FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis. Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis. Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis. Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

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Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front-street, where all necessary information may be had.

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H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

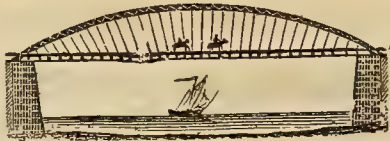
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JOHN ELLIS, President.
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On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave at 10.00 P. M. for Philadelphia at 8.25 P. M. Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON.

{ Editors

CINCINNATI:
THURSDAY, JANUARY 30, 1868.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.

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RAILROADS TO THE PACIFIC.

Financial Economy and the Necessities of the Treasury require the Country to hasten their Completion—How to Create a Sinking Fund.

During the last fourteen or fifteen years, we have said so much relative to the construction of railroads across the continent, and the advantages that would accrue to our country, and the increase of our commercial relations resulting from them, with Asia and the islands of the Pacific, that, to say more, seems like repeating a tale already twice told. There is, however, in the present financial difficulties of the country, one or two aspects in which we can again, perhaps profitably, allude to these all important enterprises. The necessity for their construction is no longer a question in the minds of the American people—this has long since been accorded as a self-evident truth,—while the wide diffusion of the expected advantages to result from their completion has entirely dissipated those local and sectional hostilities that usually attach to nearly all national works of internal improvement.

In our last week's issue we showed the relation of Labor to Capital, and the duty of the Government in relation to both—the evils that have beset Labor as the results of the war, and the necessity and means of assisting it to recuperate, extend its resources, opening up new fields of enterprise, and creating new markets for its products, Toil remunerated, and Capital rendered productive,—all by the construction of railroads to the Pacific.

Indeed, the doctrine of Government aid in the construction of railroads to the Pacific, through the PUBLIC DOMAIN, is no longer a mooted question; it has received the endorsement of every political party since the nomination of Mr. BUCHANAN, in 1856, and the

country would not brook a moment's delay in the construction of any of the three great routes, were it not for the debt—the great war debt—that is now like an incubus, weighing so heavily on the industries of the nation. Heavy as we may feel it, however, it will not do for us to fold our arms and allow it to drag us to oblivion, but should rather stimulate to increased exertions to develop the resources of the country, widening our grain fields and deepening our mines, from which alone and their products, the means to pay must come. Patient Labor and Honest Toil can pay the debt, and will never consent that the slightest tinge of blushing shame shall mantle the cheek of our fair fame, or cast a slur on our national reputation, by the omission to liquidate the last mill of national obligations.

The ultimate payment of the national obligations, which *must be in coin*, can only be accomplished by an increase of our mineral products, which are at present not much greater than they were ten years ago. The reasons for this are obvious:—*First*, the lack of adequate protection from the raids of uncontrollable savages; *Second*, the enormous cost of transportation for machinery and supplies. That the products of the mines could readily be doubled, or even quadrupled, no intelligent person will undertake to dispute, if the two difficulties above enumerated could be obviated. We are familiar with one instance where a mining company has expended near a million and a half of money, on mines, than which there are none richer or more easily worked, on the face of the earth, but the results to stockholders has been only disappointment and loss. Not that the mines could not be profitably worked, but a score of times, at least, has their stock been stolen, their property and machinery destroyed, and their employees murdered. This is an experience of twelve years, and it is not an exceptional case. Will the Government protect its citizens in their own territory, or must they abandon their property, rendered sacred by so many sacrifices, and with the blood of their departed friends? We do not believe that our Government is less humane, or cares less for the lives of its citizens, than others. They have sent troops—although not always judiciously—infantry being of but little service in catching mounted Indians; yet complaint cannot be made that troops have not been sent. The Government has spent money for this purpose, but measurably in vain.

It is reported that it costs \$2,000,000 per annum to support a regiment of cavalry, and it is claimed that every fifty miles of road completed is equivalent to a regiment of troops, and that if by the construction of any one route, the services of three regiments can be dispensed with, the saving to the National Treasury would be equivalent to the interest on the entire cost of the road. Here is a

substantial argument. This, however, is but one item; the saving in the necessary expenditures of the Government for transportation of mails across the continent, would also form no mean sum, and would go far towards not only paying the interest, but, in a few years, combined with the saving above indicated, be sufficient to extinguish the principal of the cost of construction. All this is independent of the enormous saving in suppressing Indian wars and depredations, as was fully demonstrated by the experience of last summer, amounting to nearly enough for the construction of any one of the routes, as well as the increased value imparted to the Public Domain, which is necessarily changed from a worthless desert—a Siberia for brave, enterprising and voluntary exiles, as well as a safe resort for escaped felons—to flourishing Territories and States. How shall we compute the value of each star added to the national galaxy? Can they be counted in dollars and cents? Let the three great Railroads to the Pacific be completed, and within ten years there will be ten more stars on the American flag than now shed their glorious lustre, dazzling the eyes of the aristocrats of the old world, and making their thrones tremble like the knees of Belshazzar.

Can we afford to make the roads? Let the unborn States answer; let the answer come from the ring of the countless millions of the precious metals that will be exhumed from the bowels of the earth by hardy hands and skillful metallurgists, and that will flow in one unbroken current to the marts of Eastern cities. In ten years, for every hundred millions expended in the construction of these roads, a thousand millions of the precious metals will be returned,—for every greenback dollar, an eagle gold. Will it pay? Ask the re-invigorated industry of the older States, whose products will find a mart, or the happy millions scattered on the “thousand hills” and countless valleys, under their own vines and fig trees.

Ways and Means.—Sinking Fund.

The national debt is already sufficiently large, and will be used as the foot ball of politicians—the bug-bear to frighten either party that dare to lisp of its enlargement; and prudence in this respect is not to be condemned. The bonded debt of the nation should not be increased if possible to avoid it, which is “as easy as rolling off a log;”—accomplish the desired result,—give a gentle tone to prostrate industry, and increase the real productiveness and wealth of the country. Let no more bonds be issued to the Pacific railroads, to be hawked about the market at 85 or 90 cents on the dollar, with their double security and high interest, almost excluding every other class of national, state, and municipal security, except at enormous discount. In lieu of the bonds, however, let the Government take not only the bonds

which are by law authorized to be loaned to the roads by the Government, but also the others authorized to be issued by the roads, and which become a *first mortgage* on the property of the roads, at the discount at which they are now offered in the open market, and give the railroad companies greenbacks—the very article which the companies are now receiving—instead. Should the entire amount be issued at once, it would create a disturbance in the market that would be disadvantageous; but this is not the case,—they would be issued a few millions at a time, and their influx would not be felt; indeed, they would be but little more than the needs of the new territory, developed by the railroads, would require, and could be as easily retired from the increased revenues of the Government, while the Government would still hold *all* the bonds of the roads, producing an interest income from the roads, that should again be re-invested in aid of lateral lines through the new territories, that would act as feeders to the main trunk lines, and be developers of further untold wealth. Here is a Sinking Fund created,—railroads built,—the country developed,—industry stimulated,—the real, material wealth of the country increased,—the product of the precious metals doubled,—specie payments restored,—and the course of the commerce of the Orient reversed and made to flow through the magnificent channels of our own creation.

UNION PACIFIC RAILROAD—MEETING OF ST. LOUIS MERCHANTS—MORE GOVERNMENT AID ASKED.—*St. Louis, January 24.*—The Union Merchants' Exchange of this city, to-day adopted resolutions earnestly requesting the Missouri Legislature to pass the resolutions, which have been before them for some days, asking Congress to grant additional subsidies to the Union Pacific Railroad, Eastern division; also an appeal to Congress, setting forth the advantages of said road to the development of the agricultural, mineral and commercial resources of the extreme Western States and Territories, adding: We believe the extension of this railroad to afford the simplest, most economical and permanent solution of the Indian question, as the settlements springing up as the railway advances will compel the Indian to accept the usages of civilization or disappear from the land. The cost of maintaining troops in New Mexico and Arizona since the establishment of the authority of the United States therein, has already sufficed to build this railway, while their inhabitants have been but partially protected. In the completion of this projected line, contiguous to the Northern States of Mexico, we see a gradual but certain process of attaining such peaceful relations with that Republic as the people of the United States have so much at heart. In view of the foregoing considerations, as well as a measure of sound national policy, since only the loan of the public credit is needed to secure its completion, we request our Senators and Representatives in Congress to aid by their votes and influences in securing from the Government the subsidy necessary for the speedy completion of the Union Pacific Railway, Eastern division.

COMMERCIAL RELATIONS OF THE UNITED STATES WITH CHINA and JAPAN.

We have been asked to give some information on the amount of commerce, and especially of freights, between the United States and Asia. It is supposed this will give some idea of the future business on the Pacific Roads. But, in fact, it will be but slight foundation for such an estimate; for, 1. It is a well known fact, that facilities of transportation greatly increase commerce and production; 2. They increase consumption, by cheapening freights; and—3. Because that intercourse between Asia and America is only just begun,—for want of these very facilities. The introduction of steam on the Pacific, as well as the Pacific Railroad will give an immense impetus to the Asiatic trade. It is well, however, to know all we can on the subject, and therefore we have looked into the annual report of the Secretary of State on the "Commercial Relations of the United States with Foreign Nations." The last annual report on this subject, made for the year ending September 30th, 1866, is very full and interesting. It shows the trade of the principal Chinese and Japanese ports with the United States, and the principal countries of Europe. This will give us both the amount and value of the principal imports and exports to and from those countries; but, we must recollect, that four-fifths the whole trade of Europe, with China and Japan will go over the Pacific Road, when completed, and hence, in order to know what that trade will be, or rather, to form some idea of it, we may as well take a view of it in the aggregate. The following tables exhibit the whole number of British and American vessels, entered and cleared the principal ports of China:

1. CANTON.

Nationality of vessels.	ENTERED.					
	With cargo.		In ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
British.....	44	20,731	99	54,991	143	75,722
River steamers..	49	18,900	..	..	49	18,900
United States....	5	1,946	15	10,771	20	12,717
River steamers..	486	313,177	48	17,398	534	330,575
Vessels of other nations.....	34	10,919	113	36,261	147	47,180
Totals.....	618	365,671	275	119,421	893	485,092

Nationality of vessels.	CLEARED.					
	With cargo.		In ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
British.....	75	42,197	66	34,451	141	76,648
River steamers..	49	18,900	..	..	49	18,900
United States....	11	8,035	8	3,429	19	11,463
River steamers..	526	323,632	8	6,943	534	330,575
Vessels of other nations.....	83	24,390	60	20,996	143	45,386
Totals.....	744	417,154	142	65,818	886	482,972

It will be seen there are 1,511 vessels 485,094 tons, enter the port of Canton, of American and British ownership.

2. NEW CHWANG.

Statement showing the nationality, number, and tonnage of vessels arrived at New Chwang during the year 1865.

Nationality.	No. of vessels.	Tonnage.
United States.....	20	5,672
Belgian.....	1	311
German.....	84	19,954
Danish.....	103	29,168
Netherlands.....	31	6,411
French.....	8	2,521
Norwegian.....	10	1,667
Russian.....	8	1,625
Siamese.....	2	514
Swedish.....	3	590
Total.....	274	68,908

3. CHIN-KIONG.

The following are the arrivals and departures at Chin-Kiong.

Nationality.	Arrivals.		Departures.	
	No.	Increase.	No.	Increase.
United States.....	3-3	71	333	72
British.....	195	57	195	57
Total.....	578	128	578	129
United States over British..	1-8	14	1-8	188

4. CHEEFOO.

	ENTERED.	CLEARED.
Vessels.....	400	447
Tonnage.....	159,127 tons.	155,556 tons.

5. AMOY.

Statement showing the number, nationality, and tonnage of vessels entered at and cleared from Amoy, during the year ended September 30, 1866.

Nationality.	ENTERED.		In ballast.	
	No.	Tons.	No.	Tons.
United States.....	15	2,896	794	794
British.....	390	145,750	8,744	8,744
French.....	8	1,863	212	212
German.....	190	45,267	3,541	3,541
Netherlands.....	18	7,025	..	..
Spanish.....	22	5,633	..	..
Other nationalities.....	42	9,072	1,991	1,991
Total.....	685	217,496	15,282	15,282

CLEARED.

Nationality.	With cargo.		In ballast.	
	No.	Tons.	No.	Tons.
United States.....	15	3,072	750	750
British.....	375	140,589	17,327	17,327
French.....	11	1,700	1,612	1,612
German.....	197	40,402	10,654	10,654
Netherlands.....	23	7,291	1,094	1,094
Spanish.....	25	6,320	203	203
Other nationalities.....	47	10,559	1,463	1,463
Total.....	694	209,963	33,193	33,193

6. SWATOW.

At the time of making my last annual report, the number of American vessels in the Chinese waters, adapted to coast trade, being small, and freights most of the time, very low.

A copy of returns of trade at the port of Swatow for the year 1865 has been sent to the department. From it is gathered that, during the year, there entered with cargo 565 vessels, 215,582 tons; in ballast 23 vessels, 8,271 tons; and cleared with cargo 350 vessels, 135,144 tons; in ballast 231 vessels, 85,059 tons; being an excess in arrivals over the last year of 116 vessels, 53,922 tons; accounted for principally by the large importations of rice.

The custom house returns show an increase in the value of imports of \$2,314,191, and a diminution of \$702,287 in the value of exports as compared with the year 1864.

The following is the aggregate of vessels from America and Europe, entered these ports, with their tonnage, viz.:

	Vessels.	Tonnage.
Canton.....	893	485,094
New Chwang.....	274	68,968
Chin-Kiong.....	578	.....
Chefoo.....	4-0	159,127
Amoy.....	665	23,190
Swatow.....	588	223,853
Total.....	1,498	1,170,172

The tonnage is greater because none is set down for Chin-Kiong, which is probably 200,000 tons. The number and tonnage of departures is about equal to the entries.

It is quite difficult to get a correct idea of the quantity and value of imports and exports between China, the United States and Europe; but, the Consuls furnish some tables, which give some data for an estimate.

Statement of the exports of tea from Canton, during the year 1865.

Destination.	Black tea.	Green tea.
	Lbs.	Lbs.
Great Britain.....	9,968,941	358,948
Hongkong and British ports in the straits.....	1,320,848	1,075,712
Hamburg.....	15,172	43,880
United States.....	253,371	860,377
South America.....	395,935	105,021
Shanghai and other Chinese ports..	60,658	111
Total quantity.....	12,014,025	1,444,049

Statement showing the description and quantity of teas shipped from Foo-Chow to the United States during the year 1865.

Description.	Quantity.
	Lbs.
Black teas, { Congou and souchong.....	1,116,660
{ Oolong.....	5,716,901
{ Or pekoe.....	18,400
Green tea.....	11,655
Total for the year 1865.....	6,763,616

Total value of exports from Foo-Chow (teas) to the United States for the quarter ended March 31, 1866, \$159,585 63, and for the quarter ended Sept. 30, \$677,430 11.

Of the trade of Amoy, the Consul says:

The principal exports were,—

Tea. (of which \$49,405 went to the United State.).....	\$674,968 00
Sugar.....	47,924 00
Vermicelli.....	17,990 00
Paper.....	168,416 00
Total.....	\$919,298 00

Of Imports—American Cottons were formerly largely imported. Of this, the Consul at New Chwang says:

When the growth of American cotton again equals the crop of the year 1860, or when a sufficient quantity is raised to satisfy foreign markets and the largely increased home requirements, and these popular goods shall again reach China at prices near their former cost, the demand from the north of China and Manchooria will be important alike to manufacturers and importers.

From these tables we do not get the entire amount of the Chinese trade; but, we get enough to know that the trade with America and Europe is immense. The export of silks is great, as well as that of teas. A commerce which employs shipping which make 3,500 entries in a year, is very extensive, and these entries are almost exclusively American and British.

Of the trade with JAPAN, we must recollect that the whole of it has grown up within a few years, and is therefore clear gain.

I. KANAGAWA.

Here, as in most ports of China, the chief export is tea. The Consul of Kanagawa says:

I have the honor to inform you that during the year 1865, ending this date, there have been declared and certified at this consulate invoices for entry in ports of the United States 4,196,396 pounds of Japan tea, showing the increase over the same period of 1864-'65 of 2,768,020 pounds; and that of this amount, 4,078,888 pounds were shipped direct to ports of the United States, and 117,508 pounds for the same via Chinese ports.

The increase for the half year now closed over the entire amount of last year is 1,820,411 pounds, and for the total year it will not probably fall short of 3,000,000 pounds. I am pleased to say that the greater portion of this increase of business has been with American mercantile houses, though shipments have been largely made in British vessels.

The following tables of trade with the ports of Kanagawa, will probably give a better idea of its amount, than any other data we have.

Value of exports from Kanagawa:

Raw silks.....	\$8,761,498 00
Waste silks.....	1,602,190 00
Cocoons and ova.....	1,622,000 00
Cotton.....	18,240 00
Teas.....	3,096,181 50
Sundries.....	1,040,000 00
Total exports.....	\$16,188,110 19

The total value of imports for the same time, as near as can be ascertained, have been:

Woolen goods.....	\$1,814,470 00
Cotton goods.....	4,552,550 00
Cotton yarns.....	932,340 00
Velvets and broads.....	670,863 10
Iron and iron goods.....	590,210 00
Arms and ammunition.....	201,466 00
Lead, spelter and tin.....	123,680 00
Ships and steamers.....	3,500 00
Sugar, ivory, shell, &c.....	394,711 00
Medicines, drugs, books.....	83,095 01
Parisian goods.....	55,510 00
Naval and ordnance stores.....	360,470 00
Wines, liquors, beers.....	13,856 00
Leather and sundries.....	273,560 00
Total imports.....	\$10,591,641 00

Of this whole trade, amounting to \$26,777,751, sixteen millions is done by British houses and traders, and four millions by Americans.

2. HAKODADI.

The trade of this port is yet small. The following table of shipping will give some idea of it.

Nationality.	Arrivals.		Departures.	
	No.	Tons.	No.	Tons.
United States.....	11	3,697	10	3,189
British.....	20	5,387	22	6,087
French.....	9	2,651	9	2,651
German.....	9	2,495	9	2,495
Russian.....	2	727	1	430
Total.....	51	15,087	51	14,902

3. NAGASAKI.

Value of exports.....	\$ 560,000
Value of imports.....	1,147,711

	Arrived.	Departed.
Number of vessels.....	202	187
Tonnage.....	69,059 tons.	63,975 tons.

From these tables we gather that the present value of the Anglo-American trade with Japan is nearly thirty millions of dollars per annum, while that with China is more than double that, making probably an annual

trade, exceeding one hundred millions of dollars. It is very obvious, that as the facilities of transportation are increased, and as the interior of America fills up with people, that this trade is to be vastly increased; to what extent we cannot now tell; but, as Chinese Asia contains four hundred millions of people, Europe three hundred millions, and North America fifty millions, the mutual trade between these vast bodies of people must be immense, greatly beyond anything we have heretofore imagined. It is equally obvious, that the transit of four-fifths of it must be in the United States. In fact, the creation and vastness of this Asiatic-American commerce, will be one of the characteristic signs of the conquest of barbarism by the arts of civilization.

WATER! WATER!!

Our frequent allusions to this damp subject undoubtedly brings to the minds of our readers the story told by poor WINCHELL, the ventriloquist, when perpetrating the character of an Irish woman, the burthen of whose lament was that her husband "had lain sick for six weeks in the long month of August,—speechless—and that all his cry was wather! wather! wather!" In the welfare of Cincinnati, however, we find sufficient apology for again alluding to a subject, too much of which at this season of the year especially, is calculated, sadly mixed though it is, to chill the stomach and freeze the gizzard of any except amphibious creatures.

We find in the *Gazette* the exceedingly interesting report of the very able Superintendent of the Water Works, Jos. J. MEYER, Esq., and "that 553,053,443 gallons more water was delivered in the reservoirs during 1867, than in 1866, for which the Secretary's report shows an increased revenue of \$27,083 08." While the "total income from water consumers amounting to \$322,331 21, or at the rate of 11,238-1000 cents for every thousand gallons delivered." Although we believe the water rates have not been changed, it will be seen that the average price per thousand gallons pumped received last year, is not so great as the year before, when it was 15 cents per 1000 gallons, which is satisfactorily accounted for by the Superintendent. This we regard as a matter of small importance; there are, however, one or two points in the report to which we desire to draw particular attention, as they not only affect the health and comfort of citizens, but also the material prosperity and even safety of the city itself. In this last remark we refer more particularly to the *insufficient supply* on occasions of imminent peril, as evidenced by the recent conflagrations. This is fully admitted by the Report in the remark "that no park improvements in the Garden of Eden can be expected from the Water Works, how-

ever desirable it might be, until the citizens are supplied with a better quality of water, and in quantities (in reserve) sufficient to give some reasonable security against extensive conflagrations."

The principal point, however, to which we will attract attention is the character of the water furnished. The Report says:

CHARACTER OF THE WATER.

The second cause for the excessive amount of water used during the past year will be found to be in consequence of the frequent flushing of the entire line of pipe, not only for the purpose of cleaning them of sedimentary matter, which in some of the small lines prevails to an alarming extent, but also to cleanse the entire works of the bad character of water which was several times obtained during the past season. Various causes have been assigned for this phenomena, especially for the one occurring in September, which was so marked in its character—the water then being of a light green color, and having a peculiarly offensive woody taste, and can be attributable to but one cause, namely: that the innumerable small streams and ponds which in consequence of the extreme drought extending through a large portion of Ohio, West Virginia and Kentucky, through which territory those water-courses pass and empty into the Ohio river, had become filled with decayed vegetable and woody substances, then in turn thrown out by a freshet and held in solution until it had passed this point. We have abundant evidence that the peculiar character of the water at that time extended for many miles above and below the city. That the same state of affairs, to a less or greater degree, may be expected whenever the river remains low for any length of time during the summer months, is but reasonable; and the only remedy is, that the work on the new reservoir be prosecuted to its earliest completion. This will give an abundant supply, and enable the engines to stop during the time the water in the Ohio river is in that condition, which seldom continues longer than five or six days at a time. We are well satisfied that the same kind of water has frequently been pumped into the reservoir in former years; but then the capacity of the reservoir was sufficient for several days supply, thereby giving some little time for sedimentary action to take place, in which case the peculiar taste and smell was considerably modified. But now the case is different; the city requires about eight millions gallons per day, whilst the capacity of the present reservoir is about four millions gallons, conclusively showing that the works send the water almost direct from the river to the consumer, keeping up a greater velocity from the pumps through the pipe to the kitchen for domestic purposes than is obtained in the river, thereby supplying our citizens with the Ohio river water in all its peculiar freshness, with the additional advantage of any vegetable or other objectionable matter held in solution. It is, however, unnecessary to dwell on the causes and failure of giving our citizens better water, but to use all the means available for the completion of the new reservoir, which is the only present remedy. What will become necessary in the future in consequence of the rapidly increasing population of Fulton, Jimtown and California, cannot change or modify the necessity of the improvements now in progress, but will be equally essential for any works which may be hereafter situated above the Little Miami river.

I would also recommend that, as soon as practicable, the inlet pipe to the pumps be extended, or a portion of the aqueduct removed; either plan will insure a passage for shore drainage inside of the mouth of said pipe during all stages of the river.

On this subject we have given the remarks of the Superintendent in full. To get a tolerably accurate idea how long it requires for the water to make the circuit (going around the circle), from the works to the stomachs of citizens, it is only necessary to quote the words of the Superintendent that "the city requires about eight million gallons per day, whilst the capacity of the present reservoir is about four million gallons;" just half a day's supply. Can there be any wonder at the remark of the Superintendent about the necessity for "keeping up a greater velocity from the pumps through the pipe to the kitchen for domestic purposes than is obtained in the river, thereby supplying our citizens with the Ohio River water in all its *peculiar freshness*." It would have been wicked in the Superintendent if he had also added to the word *peculiar*—sweetness. But aside from the jest of the thing, is it not a wonderful state of affairs for the Superintendent of the Water Works of a great city to be compelled in order to quench the thirst of the great multitude to "crowd on steam" and put the water "through by day-light." What an intestinal commotion must be experienced in the public stomach from the velocity of water at "six knots an hour,"—an unequaled water power—running to waste!

We have not at hand any data showing the "capacity" of the new reservoir at the "Garden of Eden," but from the above extract learn that "the only remedy is, that the work on the new reservoir be prosecuted to its earliest completion. This will give an abundant supply, and enable the engines to stop during the time the water in the Ohio river is in that condition, which seldom continues longer than five or six days at a time." This will be an improvement—neither the engines nor the digestive organs will have to be urged to their utmost capacity. The Superintendent vaguely hints at what will finally have to be done, when in speaking of the improvements now being made, he apologetically says they "will be equally essential for any works which may be hereafter situated above the Little Miami River." This we are glad to know, for it would be a pity to expend so much treasure in what would be of but temporary service.

It is evident that the Superintendent, "in consequence of the rapidly increasing population of Fulton, Jimtown, and California," is a convert to our theory of the true source of supply, viz.: *above the mouth of the Little Miami*. This being the case, we will state that there are two theories of bringing the water from this point to the city; the first is to build a tower on the flat bottom on the Ohio

side of the river above California, and syphon the water from the top of the tower to the hills and thence to the city. The length of the syphon would not be less than two and a half miles, and to acquire power and velocity to reach the necessary height without re-pumping the water, the tower would have to be at least *three hundred and fifty feet high!*

Hop-te-doo-dle-do! We suppose the old adage still holds good that "which of you intending to build a tower, sitteth not down first, and counteth the cost, whether he have sufficient to finish it." The plan is practicable—it can be done—there is but one question that should be instituted, and that is, will it pay? Of course, it will pay to expend any amount to obtain good pure water and enough of it; but can we not get it better and cheaper without the tower!

In response to this we will merely assert that a less distance will necessarily have to be traversed by pipes leading from the reservoirs on the Kentucky side of the river to the present Water Works, than will be required to reach from the tower to *any reservoir that can be constructed on the Ohio side*, and that it will not cost much more to construct the reservoirs on the Kentucky shore, that will hold a *three months supply of water for Cincinnati*, and bring it to the present works than it will to build the tower and syphon, exclusive of the still unprovided for reservoirs, with five or six miles more of transit necessary to bring the water to the present point of distribution.

The Pennsylvania Railroad Company some years ago took three millions of seven per cent. bonds from the Philadelphia and Erie Railroad Company, the bonds being convertible at the pleasure of the holder into eight per cent. preferred stock. The money advanced on these bonds it was supposed at the time was sufficient to finish the Philadelphia and Erie Railroad. Time has shown that this was a mistake. The road is not yet satisfactorily finished, and on Saturday, at the request of the Pennsylvania Railroad Company, the Philadelphia and Erie Railroad Company issued to the former Company 48,000 shares of eight per cent. preferred stock in exchange for \$2,400,000 of the seven per cent. bonds. The same bonds are to be reissued without the convertible clause, the proceeds of their sale to go to the completion of the road, doubling a portion of the track, and to some new work. The funded liabilities of the Company remain the same, the capital being increased by a preferred eight per cent. stock to the amount of 48,000 shares.

RAILWAYS IN RUSSIA.—A line from Warsaw to Terespol has just been inaugurated; it is 193 versts 128 (miles) in length. It has been completed two years before the time specified in the concession granted to M. Kronenberg by an imperial "Ukase" dated October 21st, 1864. A number of large locomotives have been shipped from Havre for Russia.

CONNECTION

BETWEEN

Cincinnati & Southern Railroads,

AS CONTEMPLATED IN

1835.

KNOXVILLE CONVENTION, JULY 4TH, 1836.

The universally acknowledged importance of the subject to Cincinnati, is all that is necessary for us to offer in apology for devoting so much of our space of late to the publication of matter appertaining to this important enterprise. Nothing can be written of more interest on this subject than the proceedings of the various meetings and Conventions held at the early period to which the heading of our present article refers. Since that time, however, the world has gone on a pace—knowledge has been increased—machinery improved—and the country has been girdled and cross-cutted with railroads—but this enterprise, from which so much was hoped and expected, is still unfinished. With temptations more cogent, and promises more brilliant than any other scheme of its day, disinterested observers might be puzzled to give a reasonable cause why it was never completed. Although this problem may never be satisfactorily solved, there is no difficulty in furnishing a thousand reasons why the work should now be carried forward to completion. The following report so ably discusses the benefits to result, as well as the practicability and advantages and great mineral and agricultural resources of the route, that we doubt not it will be read with a great deal of interest, embodying as it does important prophecies demonstrated by recent events into historic facts.

We would remark that the representatives to the convention from Ohio, were, E. S. THOMAS, DANIEL DRAKE, EDWARD D. MANSFIELD, ALEXANDER MCGREW, and CRAFTS J. WRIGHT, of Cincinnati, and JOSEPH VANCE, of Urbana.

REPORT OF THE COMMITTEE OF FORTY-FIVE.

The committee to whom was referred the report of the South Carolina Commissioners, and the four resolutions directing them to consider the *charters* and report thereon, and also to enquire and report on the *practicability, probable cost, and commercial and other advantages* of the proposed Louisville, Cincinnati and Charleston Railroad, and also on the *measures necessary to be adopted* in relation thereto, have had these important subjects under consideration, and find that charters have been passed by the legislatures of South Carolina, North Carolina, Tennessee and Kentucky for the purpose of extending a railroad from Louisville and Cincinnati to Charleston, through the States above mentioned. Having examined the provisions of these charters, the committee are of opinion

that they should be accepted, and accordingly report a resolution to that effect.

With respect to the second branch of their enquiries, they report that, the charters enacted by the several States require, that the road shall pass through the States of Kentucky, Tennessee, North Carolina, and South Carolina; and the committee are directed to respond to the enquiry, whether there has been found a practicable route through these States between Charleston, in South Carolina, and some point in Kentucky between the Cumberland mountains and the Kentucky river, from which point two roads may be made, one leading to Louisville and the other to Cincinnati by way of Lexington, and thence by a branch to Maysville. This cannot be answered better than by referring to the report of Capt. Williams, of the U. S. Topographical Engineers, and Chief Engineer of the South Carolina Commissioners, which has been referred to this committee, and which, after due examination, is found to be entitled to entire confidence, as well as on account of the able manner in which it has been drawn up, as the skill and accuracy of the Engineers who have assisted in making the surveys. From this report, corroborated by the personal observations of many members of this committee, it will appear that within the chartered limits of the company, there is no practical pass through the Allegheny mountains, but the valley of the French Broad river; and most fortunately for the undertaking, the general direction of this river, within the mountain region, coincides with a straight line drawn from Charleston to the branching point in Kentucky; and what recommends it more strongly for adoption, is the fact that the head waters rise on a level plain, which begins at the summit of the Blue Ridge, and stretches to the North-west in an open valley, without any descent perceptible to the eye for 30 miles, to a short distance below Ashville in North Carolina; and for the next sixty miles it has a very regular descent to the point where it issues from the mountains, which descent in the whole distance averages only 13 feet to the mile; and in only one mile is there a descent of 45 feet. And while the river runs over this regular descending bed, its curvatures are such, that with no very extraordinary labor, a road can be made in it, to admit locomotives with their trains to pass without difficulty. This committee have no hesitation, therefore, in declaring that this must be adopted as a part of the line of our road, and that it is perfectly practicable.

The attention of the committee has next been called to the approaches to this great opening in the mountains, and particularly to those through the Blue Ridge, which lead to the comparatively level country of North and South Carolina.

The Blue Ridge presents two openings, which have been examined and minutely surveyed. The first is down the Reedy Patch Creek, called the Reedy Patch Gap, which leads directly into Broad river. The descent here is 777 feet in the distance of 5 miles and 1,371 feet; and in the Broad river below there is a descent of 567 feet in 6 miles and 3,115 feet, to a point where the difficulties of this line terminate, and the country becomes so level as to present no serious obstruction to the use of locomotive power. By the Butt Mountain and Green river, the Blue Ridge may be passed by an opening which leads into the valley of Broad River. From the depression of the Blue Ridge at this mountain, there is a descent of 198 feet in 4 miles and 2,003 feet to the bridge on Green

river, and from that bridge down the valley of that stream there is a descent of 1,102 feet in 18 miles and 3,377 feet, to a point where the level country begins, and all serious obstructions cease. A third route is found by passing the Blue Ridge at the depression of the Butt Mountain, and crossing the Saluda Mountain into Greenville District, down Gap Creek. On this line, which has been accurately surveyed, the road will have a descent of 198 feet in four miles, and 2,003 feet, to the Green river bridge, and then down Gap Creek, where the descent is 1,096 feet in 6 miles and 3,989 feet, to a point on the head waters of the middle fork of Saluda, where the obstructions to the use of steam power terminate.

One of these three passes, it is supposed, may be adopted; but which of them, it would be premature to decide. This decision can be made by the company alone, after full surveys and a careful consideration of all the attendant circumstances.

This committee, however, have no hesitation in declaring their opinion, that a railroad may be made through either of these passes with much less difficulty than has been overcome on lines of road possessing in other respects no superiority to ours. Three, or, at most, four *inclined planes* may be here required to be worked by steam or water power, which latter element can be commanded to any extent at all of them. And when it is recollected that our road exceeds one hundred miles in length in the highest mountain region of the United States, it is only a matter of surprise, that so few of these auxiliaries to locomotive power are required. On the Allegheny and Portage Railroad in Pennsylvania, the same ridge of mountains is passed by ten inclined planes.

Below the Blue Ridge, (which ever pass above indicated may be adopted,) the line of will road find no surface which may not be graded with great ease to locomotive power, as tested by present experience. In fact, this region to the seaboard is remarkably favorable to the use of steam power, as will at once appear when the estimates of this part of the line are presented.

Issuing from the valley of the French Broad on the North-west of the Allegheny, our road may pass round the South-west end of the Clinch Mountain, and reach the Cumberland Mountains at Cumberland Gap, at Wheeler's Gap, or at the Cross Mountain Gap; either of which may be adopted, as may be best recommended by their own facilities and the approaches to and from them. In the present state of our information, it would be presuming too much to express a preference for either. The first has been accurately surveyed by the engineers ordered by the War Department on this service, and the second has been explored by Capt. Williams. It is supposed that one inclined plane may be required here. And from the summit of the Blue Ridge to the Ohio river, a distance of 370 miles, it is probable that this will be the only inclined plane which may be required.

The committee have not had time to go into details, and must therefore refer to the report of the Commissioners of South Carolina, the report of Messrs. Gadsden, Brisbane and Holmes, and the report of Capt. Williams, which, on examination, will be found fully to sustain this statement, and it is further corroborated by the personal knowledge of the committee, to some of whom every part of the line is known.

The cost of this work constitutes another branch of this inquiry. And here the com-

mittee have again to refer to the report of Capt Williams, and they recommend a careful consideration of this part of it by every friend of this great work, from which the accuracy of his estimates may be duly appreciated. If any error has entered in them, it is the opinion of this committee that it will be found in placing the cost too high, rather than too low. It should here be observed, that the estimates have been on the supposition that the line of road is to be located by passing by Columbia, South Carolina, then up Broad river and the ridge between it and Thicketty Creek, and by the Reedy Patch Gap to the table lands of Buncombe county, North Carolina; and from the mouth of the Nolachucky, by Knoxville and Wheeler's Gap, to the branching point South of Kentucky river. This has been adopted without intending in any manner to recommend it in preference to any other. The decision on this point belongs exclusively to the company, who will be in possession of all requisite information, (which is not the case with this committee,) and this decision will be controlled by no influence but the best interests of the stockholders which may be always assumed as coinciding with the best interest of the community. The route on which the estimates are made, is assumed as the basis on which to predicate the cost of the work; and should a shorter, better and cheaper one be obtained, this will be so much gained to the company. The following are the results of the estimates of Capt Williams:

From Charleston to Branchville, 62 miles, where there is now a single track, the cost for a second will be \$4,500 per mile.....	\$279,000
From Branchville to Columbia at \$11,433 per mile, 62 miles.....	711,946
From thence to the junction of Thicketty with Broad river, at 65 miles, at \$12,000 per mile....	780,000
Thence to the junction of Green and Broad rivers, at \$14,300 per mile, 52 miles	743,600
Thence to Ashville, 40 miles, for the first ten miles through the Blue Ridge \$40,000 per mile, and the next 30 miles at \$12,000 per mile.....	760,000
Thence down the French Broad to the mouth of the Nolachucky, 60 miles, at \$30,000 per mile.....	1,800,000
Thence to the junction of the Elk with the clear fork of the Cumberland, crossing the streams in East Tennessee, 90 miles at \$30,000 per mile.	2,700,000
Thence to Cincinnati, 190 miles, at \$12,162 per mile.....	2,310,780
The branch to Louisville, assuming its cost to be equal to the road from Columbia to Charleston	990,000
The branch to Maysville, 60 miles, at \$12,162 per mile	729,720
As the South Carolina Canal and Railroad Company will, in all probability, seek an union with this road on terms of perfect reciprocity, and make a double track to the point of junction, wherever that may be, the estimated cost of this part of the road may be deducted.....	\$990,000
Leaving this sum.....	\$10,814,046

to be provided, to construct, (in connection with the present South Carolina railroad,) the entire railroads between Charleston and Louisville, Cincinnati and Maysville.

This estimate is based on the supposition that there will be a double track the whole way.

A view of the extent and population of the States granting the charter, (through which it must pass,) and also of those States, which lying contiguous on the East, the North and the West, may unite themselves with it, by lateral and other connecting railroads, canals, and navigable rivers, may aid in demonstrating the value and extent of the commercial and social intercourse it may be made to establish. But the limited time allowed the committee, has prevented them from descending to particulars, or exhibiting more than a general survey of this extensive region. It will be seen that the most direct influence of our road will embrace the Eastern but largest portion of Kentucky, the whole of East Tennessee, the Western section of North Carolina, and the entire State of South Carolina. In this region, taking the census of 1830 as the basis, and adding the supposed increase to this day, the present population will not vary much from two millions, or a little less than the entire population of the United States at the declaration of Independence. And before the time limited for the completion of our work by the charter, allowing our population to double in 30 years, which this road will probably help to accomplish, it will, no doubt, exceed that number and nearly equal the entire population of the States at the adoption of the Federal Constitution.

But a more enlarged view of this matter must be taken. The connections with our road, as exhibited hereafter, will show that the whole region to be intimately united with our work, will embrace the entire State of Georgia and a part of Florida, the Eastern part of Alabama, the Southern part of North Carolina extending Eastward to the ocean, a large portion of Ohio on the South and West, almost the entire State of Indiana, and a part of Eastern Illinois. Aiding these extensive regions, and it will be seen that at least one-third of the United States, which is now settled, forms the immense country from which this road will draw its support, and to which it will dispense its blessings. And it cannot be doubted, that by the time it is completed, the circle of its influence will embrace more than 5,000,000 of people, inhabiting a country which stretches over at least 12 degrees of latitude and 10 degrees of longitude, and is blessed by every variety of soil, production and climate found in any part of this Union.

This view of the subject alone would seem to render almost unnecessary any further development of the extensive usefulness and vast importance of the undertaking; except merely to point out the connections of our road with the railroads, rivers, and canals which have been completed, are in progress or contemplated, and soon may be accomplished, should our happy Union be preserved, and its unexampled prosperity sustained and continued. To show these various connections, it has been found necessary to go somewhat into detail, but with as much brevity as possible.

GEORGIA.

This State requires but a single main trunk of railroad to unite all her contemplated improvements with ours. This trunk, opening on

our road in the valley of East Tennessee, may stretch to the South through the Allegheny mountains and Blue Ridge by Tennessee river and Rabun Gap, where a practicable route has been found to exist; or by a line further West, flanking these mountains, on ground favorable to its construction, and may reach some common point in this State, from which the following branches may diverge:

The most Eastern branch will be extended to Athens, where it will meet the road now being made to Augusta, the largest inland town in the Southern Atlantic States, where it will meet the railroad to Charleston already in successful operation, and at present the longest finished railroad in the world, and the steamboat navigation to Savannah. From the same common point a branch will run to Forsythe; from which place to Macon a railroad is now being constructed. Here it will meet the central railroad of Georgia, which has been incorporated to run to Savannah, and also the steamboat navigation of the Ockmulgee, which reaches the ocean at Darien. The most Western branch from this common point, will proceed to Columbus and meet there the steam navigation of the Chattahoochee, which is the most Eastwardly navigable stream which discharges into the Gulf of Mexico. All these roads have received the enlightened consideration of the people and legislature of Georgia, and are regarded as entirely within her means; and there seems no doubt of their early accomplishment. It has been ascertained by a survey made by Lieutenant Colcock, that in case Georgia should run their main road through the Rabun Gap, a road passing into Pickens district, in South Carolina, may branch from it over ground deemed by no means impracticable.

ALABAMA.

The Western branch of the Georgia railroad, before mentioned, in its way to Columbus will run so near to West Point, on the Chattahoochee river, that a short road may connect it with that place; from which there is now constructing a railroad to Montgomery, which there meets the steamboat navigation of the Alabama river that terminates at Mobile, the most commercial and rapidly increasing town on the Gulf of Mexico, and destined to have no superior in the South-west, except New Orleans. The legislature of Alabama has incorporated a company, that is now organized, to carry a road from Wetumpka, at the head of steamboat navigation on the Alabama river, about seventy miles, to the upper part of the rapids of the Coosa river. This company propose to extend their work to meet the Western branch, or main trunk of the Georgia railroad, and thus to connect with ours. The connection of our road with North Alabama, and the Southern part of West Tennessee will probably be by steamboat down the Tennessee river from Knoxville, or the point where the Georgia trunk will leave that river, to Tusculum Railroad which passes round to Muscle Shoals, and is now in full operation. And should our road pass the Cumberland river below the falls, it will cross the head of small steamboat navigation on it, and thus be connected with Nashville, and the Northern part of Middle Tennessee and the Western part of Kentucky. Should it cross above the falls, it may have this connection by a lateral railroad of no considerable extent.

NORTH CAROLINA.

The connection of our road with the works of this State will probably be made at Beatty's

ford, on the Catawba river. From that point a railroad has been chartered to Fayetteville, and thence to Wilmington on the Atlantic. From Salisbury, on the last mentioned road, to Clinton and thence to Raleigh, the capital of the State, a railroad is contemplated, which is to be extended to Weldon on the Roanoke, to meet the railroads to Petersburg, now in full operation, and to Norfolk. This continuation will end on the Chesapeake Bay.

VIRGINIA.

A company is chartered to meet a branch of our road, which it is contemplated to pass down the valley from the Western extremity of Tennessee.

OHIO.

When our road shall reach Cincinnati, its continuation will be effected by a railroad from that city to Springfield, and thence by the Mad River Railroad to Sandusky Bay and Lake Erie. This continuation now in progress to completion. At that city we shall also meet the canal from the Ohio river to Dayton. It is also contemplated to construct a canal from Cincinnati to the White Water Canal, which will enter the Ohio river at Lawrenceburg, in Indiana, and will extend above the National Road in that State. At Maysville, our road will reach the Ohio river 47 miles below the entrance into that stream of the Ohio and Erie Canal, which now extends entirely through the State of Ohio to Cleveland on Lake Erie.

INDIANA.

The connection of our work with the White Water Canal in this State has already been mentioned. When we reach Lexington, we shall meet the Lexington and Ohio Railroad already finished to Frankfort and progressing to Louisville. On its way it passes within 20 miles of Madison in this State, and from that town a railroad is already provided for and a part of it about to be put under contract, passing through Columbus and Indianapolis, the capital of the State, to Lafayette on the Wabash, where it will strike the canal to Lake Erie, already in part completed. This road will be continued to Lake Michigan, thus opening a direct and almost straight communication between that lake and the Atlantic ocean at Charleston. At Madison, another railroad has been chartered to connect that city with Rushville. At Louisville, our road will end opposite to a railroad which has been chartered to run from Jeffersonville to Columbus, to unite there with the Madison and Lafayette Railroad. And at Louisville we shall end opposite to another road, which is intended to pass through Salem, Bedford, Bloomington, and Crawfordsville, and end at Lafayette. But whether this road is to be a macadamized turnpike or a railroad, depends on the result of further surveys ordered to be made. This State is pledged to the construction of one or the other. This road, as well as the one from Madison, will cross the central canal of Indiana, which will begin North of Indianapolis, and traversing the entire valley of White river, enter the Ohio river at Evansville. The State has made provision for carrying the canal from Lake Erie, through Lafayette, and down the valley of the Wabash to Evansville, passing in its whole length within a short distance of Illinois. To the completion of these works, with several others, this State stands committed by the pledge of \$10,000,000; a sum within a trifle of the whole amount required from four States to complete our great work.

But your committee have yet to mention one of the most important features of our great undertaking. It will reach the Ohio river at three points, embracing a space on that stream of 209 miles. By this connection we shall open on a steamboat navigation, that without interruption extends to *ten states and two territories*, and has at this moment as many steamboats floating on its waters as exist in all Europe.

The committee would gladly have availed themselves of this occasion, to present a full view of the vast resources of the States peculiarly interested in the proposed road, and of its probable effects upon their future prosperity. A development of this subject in all its bearings, we are confident, would present a most imposing view of the surpassing importance of the work, which this convention is assembled to promote. The necessity, however, of presenting a report for the *immediate action* of the Convention, forbids us to attempt more at this time, than a mere *summary of the advantages* which must result from the construction of such a road, and we are the more reconciled to this course from a thorough conviction, that these need only to be *stated*, to open at once to every reflecting mind, a prospect so extensive and so striking, that their own reflections, will bring our readers, at once, to the conclusions at which we have ourselves arrived. We would, therefore, merely call public attention to the following points, viz:

1st. *The impulse* which this road must give to the *industry* of the vast and fertile regions through which it will pass—by improving their agriculture—adding to the value of lands—developing their mineral resources—introducing new manufactures—augmenting their population—increasing the demand for labor of every description, and building up villages in all directions.

2d. The great facilities it will afford for the easy, cheap and certain *transportation* of the various productions of the country through which it may pass, or with which it may be in any way connected—the wide door it will open to reciprocal exchanges, and the consequent extension of the *production* as well as the *consumption* of the people along its whole line, and on its borders.

3d. The superior facilities which such a route would afford for supplying the whole Atlantic coast—the West Indies, and foreign countries—with the productions now carried down the Mississippi river to New Orleans. When we look at the Map of the United States, and trace the present course of trade between the country bordering on the Ohio, and the cities on the South Atlantic coast, involving, after a tedious voyage down the Mississippi, a transshipment at that place, a dangerous and difficult voyage down the Gulf of Mexico and around the Capes of Florida, and estimate the loss of time, of property and of life, by which it is attended, the freight, insurance, the shipwrecks, &c., we cannot fail to perceive how vastly important it must be, to substitute a direct communication with the Atlantic by a railroad, whereby all these inconveniences and losses would be avoided, and the markets of the whole world thrown open to the Western country. It is believed that the saving in freight and insurance alone, would pay the interest on the entire cost of such a work.

4th. The vast amount of domestic manufactures of every description which would spring up in the West, where labor and provisions are so cheap and so abundant, and where water power is so boundless; manufac-

tures, which need only good markets to become the source of unbounded wealth and prosperity to the people of that region, and which will be received by the South in exchange for their cotton, or for the foreign goods of every description of which they will be the *importers*, for the supply of the West, as well as of the South.

5th. The vast amount of foreign merchandise which, under such a system of mutual exchanges, would be required for Western consumption, the consequent increase of the shipping interest in our Atlantic ports, and the enlargement of our South Atlantic cities, by the extension of their commercial connections—the consequent amelioration of the condition of the whole population of the Western and Southern States—by adding to their comforts, as well as to their intellectual, moral and social improvement.

6th. The facilities which such a road and its branches, would afford for the certain and speedy transportation of the *mail*, and the circulation of literary productions and information of every description—thereby establishing an intellectual intercourse, whereby the *public mind* will be enlarged, improved and liberalized—knowledge, the parent of virtue, be promoted, and the arts and sciences greatly extended.

7th. The facilities it would afford to emigration and *personal intercourse* among the inhabitants of different portions of our country, now separated from each other by almost impassable barriers; an intercourse which embracing the millions of inhabitants extending from the upper lakes to the Atlantic, would soon become so extensive as of itself to insure a large income to the company, and which would be in all other respects, eminently conducive to the harmony, improvement and prosperity of our common country. If, as we are informed, 30,000 persons were, in a short time after its completion, transported on the Liverpool and Manchester Railroad, adding so much to its income as to increase the value of its stock *one hundred and eighty per cent.*, who can count the multitude which would pass along our road, or estimate the profits to be derived from this source?

8th. The advantages in time of war, as affording the means of transmitting the products of the South and East across the continent when they could not be safely shipped; whereby some of the worst consequences of war would be averted to the people of both regions, while the prosperity of the company would be greatly promoted. Nor is it of less importance that the means should be thus afforded for the speedy transportation of provisions, arms, munitions of war, and troops, from the interior to the sea coast, to repel invasion and suppress insurrection; while the military power of the country, would be thus greatly increased, and a *feeling of security*, (founded on a community of interest and sympathy of feeling,) would pervade the land; there could be no jealousy or apprehension of danger from this source, since a communication by railroads can be *easily interrupted*, such communication being available only for the intercourse of *friends*, and capable of being instantly closed against the approaches of an enemy.

And *lastly* Its controlling and permanent influence on the peace and perpetuity of the Union, by practicably increasing the reciprocal dependence of the North and South, from Michigan to Florida—by establishing connections in business, promoting friendships, abolishing prejudice, creating greater uniformity in political opinions and blending the

feelings of distant portions of the country into a union of heart.

Such are the leading advantages of the proposed road, which we are here permitted merely to suggest, but the importance of which will be felt and appreciated by all. To follow out these suggestions in all their relations, is a duty which must be reserved for another occasion.

It now becomes necessary to determine what measures should be adopted to carry these views into effect? The charter provides that books shall be open for a subscription to the capital stock of the company on the 1st of Oct. next, to continue open for six days. This capital is estimated at \$6,000,000, with liberty to the company to increase it, if found necessary. Should this sum not be subscribed within the period mentioned, the books are to continue open until the 1st of January next, in order to enable incorporated companies and States, as well as individuals, to make up the amount; and if in the whole, the subscription shall on that day amount to the sum of \$4,000,000, the company is then to be considered as formed. The first important step, therefore, is to secure the charter. For this purpose a strong appeal should be made by this Convention to the people of all the States feeling an interest in the proposed road, to induce them to become subscribers to the stock. That appeal should set forth its practicability and immense advantages in a social, commercial and political point of view; urging such facts and arguments as may be best calculated to rouse the people to a great and general effort for the accomplishment of the work. This appeal cannot be without its influence, with an enlightened and patriotic people, capable of estimating the almost boundless resources of the States between which this road will form a connection. Nor can a doubt be entertained by any one who will take an enlarged view of the connecting links of the great chain of communication between the South and West, which this road will establish, that it may be made as profitable to the stockholders, as it must be important to the country in all respects—but especially in promoting friendship and harmony, and establishing a bond of union among the States.

It is, indeed, in this latter view of the question, that it presents itself with irresistible force, to the mind of every citizen who loves his country and cherishes her institutions. Without enlarging on this topic at this time, we consider it as making an appeal to the several States through which the proposed road, or its branches may pass, of so interesting a character, that it will become a high—we should think—a sacred duty on their part, to interpose in their sovereign capacity, to prevent the failure of the great work. Let the considerations which enjoin this duty on the several States interested, be set forth and urged in the name and behalf of this Convention, in such a manner as may leave no doubt of their obligations on this subject. Let the delegates here assembled, pledge themselves to each other, to exert all their influence to effect this object—and in behalf of those they represent, let them have a mutual understanding, that the States from which they come, will, (as far as it may be in their power to speak for them,) do their part of the proposed work. A reasonable assurance that the road would in no event be suffered to fail, but that the States through which it may pass would be prepared to make up any deficiency in the subscription of their citizens, would have the effect of giving public confidence to the work,

and secure the support of individuals and corporations. The late large and unexpected addition to the resources of the States, by the division among them of the surplus revenue of the United States, affords the easy and certain means of effecting this most desirable object. Let this be pressed home upon the States, and let them be urged by every consideration of patriotism and duty, not to neglect the means which Providence seems at this time to have thrown in their way, for the purpose of effecting the greatest object which it may ever be in their power to accomplish—that of forming a lasting Union between the West and the South—by binding them in the golden chain of mutual sympathies and common interests—by breaking down all the barriers which now divide them, and causing the stream of commerce to spread its benign and fertilizing influence through regions, which want only this, to become the fairest portion of the globe. Animated by these views, which time does not permit them to fully develop, the committee recommend to the Convention the adoption of the following resolutions, viz:

1st. *Resolved*, That in the opinion of this Convention the charters of the Louisville, Cincinnati and Charleston Railroad should be accepted, and should alterations or amendments hereafter be found necessary, that application be made therefor to the Legislatures of the States granting the same; and this Convention hereby urges upon the said States the expediency of granting such application should the same be made, and can entertain no doubt of the disposition which will be felt by the Legislatures of said States, to comply with all reasonable requests which may be made by the company when the same shall be formed.

2nd. *Resolved*, That it is important for Georgia, and Alabama, and Virginia to unite with the Louisville, Cincinnati and Charleston Railroad Company by branches connecting with the main trunk of the road at points convenient for said connection in Tennessee, on terms of mutual reciprocity and perfect equality, as to the rate, accommodation and despatch in the transportation of freight and passengers.

3rd. *Resolved*, That in the opinion of this Convention a practicable route for a railroad has been found, for connecting the city of Charleston with the cities of Louisville, Cincinnati and Maysville, and that the same be constructed at a reasonable cost and entirely within the means of the several States interested therein.

4th. *Resolved*. That in the opinion of this Convention, the amount of transportation and traveling on said road will increase for an indefinite period of time, and that it will from the completion of the road, be such, as to render its estimated cost a profitable investment.

5th. *Resolved*, That viewing the proposed road as one of vast importance to the people of the Southern and Western States, we hold them bound by every consideration of interest and duty, to come forward to its support, by subscribing freely for stock, when the books shall be opened in October next, nor can we entertain a doubt that should the road be completed at an early day by the vigorous and united efforts of the people and the States interested therein, that it will amply remunerate them for the capital invested.

6th. *Resolved*, That we consider the Louisville, Cincinnati and Charleston Railroad, as a work eminently entitled to the patronage and support of the States through which it

will pass, or which may be interested therein; and as from the national character, great cost, and magnitude of the work it could hardly be expected that it should be carried through by private enterprise alone, we would respectfully, and do hereby most earnestly appeal to the said States for liberal appropriations towards carrying on the great work, which, when completed, will be an enduring monument of their wisdom and patriotism.

7th. *Resolved*, That we consider the fund which will be placed at the disposal of said States by the division among them of the surplus revenue of the Union, as peculiarly applicable to this great work which, passing through several States, will open a channel to the most extensive social and commercial intercourse between the Western States bordering on the Ohio, and the great Lakes, and the States on the South Atlantic and the Gulf of Mexico thereby strengthening the bonds of our Union, and promoting the prosperity and happiness of a large and most interesting portion of our common country.

8th. *Resolved*, That this Convention does therefore earnestly appeal to the said States, to appropriate and set apart said fund, or so much thereof as may be necessary for that purpose, and to cause the same to be faithfully applied to the execution of the proposed road. It is presumed that the States of Tennessee, Kentucky, Ohio, North Carolina and South Carolina cannot receive under the Distribution Bill, the first year much less than nine millions of dollars, a sum nearly sufficient to make the road, and should Georgia, Alabama, Virginia, and Indiana become interested in it, by lateral roads, the whole amount required could be raised by the appropriation of the surplus of only a single year. We call upon these States, therefore, for the promotion of their own best interests, and for the sake of posterity, not to suffer the work to fail.

9th. *Resolved*, That an address be prepared and published in the name and behalf of this assembly, embodying and enforcing these views, and urging in the strongest manner, upon the States and the people, the duty of carrying the great work into effect.

The receipts of the Western Union Railroad Company for the week ending January 21:

	1868.	1867.	Inc.	Dec.
Freight.....	\$8,127 62	\$6,043 37	\$2,084 65	.....
Passengers.....	2,424 45	2,080 75	343 70	.....
Express and Tel.	600 00	320 00	280 00	.....
Mail.....	375 00	375 00	.....	.....
Totals.....	\$11,527 47	\$8,819 12	\$2,708 35	.....

Receipts from January 1, to January 21:

1868.....	\$29,977 80
1867.....	28,514 83
Increase.....	\$14,62 97

The Michigan Central Company is reported to have determined to guarantee the bonds of the Kalamazoo and Grand Rapids Railroad Company. This arrangement insures the immediate construction of this more than locally important enterprise.

The Pennsylvania Railroad Company have conveyed all the line of canals from Columbia to Holidaysburg to the Pennsylvania Canal Company. The construction money expressed on the deed is \$2,650,000.

The Railroad Record.

E. D. MANSFIELD, }
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, FEBRUARY 6, 1868.

THE RAILROAD RECORD.

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
“ “ per month.....	3 00
“ “ six months.....	12 00
“ “ per annum.....	20 00
“ column, single insertion.....	5 00
“ “ per month.....	10 00
“ “ six months.....	40 00
“ “ per annum.....	80 00
“ page, single insertion.....	75 00
“ “ per month.....	25 00
“ “ six months.....	110 00
“ “ per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Morning Express	7:30 P. M.	6:10 A. M.
Night Express.....	6:00 A. M.	6:00 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pear street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		

Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond and Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:50 P. M.	5:30 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI, SANDUSKY & CLEVELAND.

Day Express	7:20 A. M.	7:05 P. M.
Night Express	5:45 P. M.	10:25 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.		
Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.
Louisville Special Train	3:45 P. M.	1:50 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:40 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

RAILROADS TO THE PACIFIC.

HOW TO BUILD THEM,

CREATE A SINKING FUND

AND

PAY THE NATIONAL DEBT.

Any proposition to increase the Bonded Debt of the National Government at the present time should meet with popular opposition; it matters not whether that opposition is based on an accurate diagnosis of the public safety or not, it would be serious, and endanger the final success of the enterprises intended to be benefited by the appropriation. Although the doctrine of National aid in the construction of railroads to the Pacific, through the Public Domain, has been incorporated into the political creed of every National Party since the nomination of Mr. BUCHANAN in 1856, and has always constituted an important plank in their platforms, and the necessity of such aid has likewise been fully endorsed and approved by the People; and although, without this not only implied but acknowledged intent and contract to unite the Pacific States with those of the Atlantic by means of the strong iron bands of connecting railroads, cementing the ties of natural affection and mutual interest, no observant and well informed person will for a moment doubt that we should have been liable during the great National struggle to have lost the glorious realms that now form the Western horizon of the American Empire. And, although by the construction of the Pacific Railroads, as far as made, the National Treasury has actually saved in transportation and military services a sum equivalent to the amount of aid already given, and will also eventually work out the solution of the Indian Problem, and give availability to the Public Lands for Christian use, acting as a ventilator or governor to the maladies arising from the natural tendencies of humanity to aggregate in large bodies, thereby becoming consumers instead of producers of the staff of life, attended with consequent want and misery,—yet the cry of MONOPOLY, and the increase of the Public debt for the benefit of the capitalist would so stun the ears, blind the eyes and render callus the perceptive faculties of a large mass of voters that it would endanger the positions of those who dared to act according to the dictates of their judgments, and for the real welfare and true interest of those very voters.

Besides, prudence in the creation of debt is equally commendable in National affairs as on a smaller scale with individuals; and hence we are not disposed to cavil with, or dispute the wisdom of the position of those who are pledged not to vote another dollar towards the construction of these great high-

ways. But if it is shown that “by giving we do not impoverish, nor by withholding enrich” the National Treasury, but the very contrary, then will the “wind be taken out of their sails” and the advocates of the “standstill policy,” will have to “fall into line” and march on with Progress to develop the glorious future of our country’s destiny.

Since the publication of our article in last week’s issue, we are glad to observe that the Hon. JOHN T. WILSON, Representative from Ohio, in his very able speech on the *Finances*, has grasped the idea presenting the only true solution of the problem of how to pay the National Debt without producing derangement and distress, or inflicting upon the unborn generations an incubus of debt that would “hang like a mill-stone around the neck” of the Nation, paralyzing its energies and crippling the young giant before he has scarce had time to shake off his swaddling clothes and stand forth in the strength, might and maturity of the first Nation of the Earth.

What a waste of breath to discuss in what the bonds are payable, we not being ready to pay them, except on the principle of the Kentucky planter, who, when indulging in great hilarity, was interrogated as to the cause, responded that “he did not owe a d—d cent,” having “given his note for the last debt against him.” But the discussion of the question is sufficient to show how sensitive is the public mind, and in the present distress incident to the stopping of factories and the general depression of business, the influence of any measure, relative to financial matters, would have on the popular mind, that did not provide for the extinguishment of the debt as well as promote the material interests and advance the progress of the Nation. The People of this country demand of their Legislators—prosperity, and will have it. Hence the welfare of the laboring millions must be cared for, or the mantle of the administration will be shifted to other shoulders.

Mr. WILSON, in his great speech, gives the history of Sinking Funds, and shows how in the present emergency to create one, differing only with us in the manner of investing the proceeds, in which we doubt not, Mr. W. will readily see the advantages of our suggestions.

Of the practical workings of a sinking fund, Mr. WILSON remarks as follows:

SINKING FUND.

I believe there is not a single instance on record of a sinking fund established on a proper basis, conducted with common wisdom, economy, and skill, having failed to meet, and more than meet, the expectations of its friends. I know there have been failures where the fund has been burrowed at interest and its management characterized by stupidity and extravagance, or where the Government, too impatient or, perhaps, too needy to leave it uninterruptedly to accumulate and gradually but certainly to accomplish that for which it was designed, has been constantly appropriat-

ing its funds to other purposes than those for which they were intended, thereby destroying its powers of accumulation. Our own Government in 1790 established a sinking fund, which was kept in successful operation more than forty-five years, greatly aiding us in the payment of the debt contracted during the Revolution, as well as that incurred during the war of 1812.

Many of the States have formed a sinking fund—a most efficient auxiliary in the discharge of their indebtedness—and very few, if any, who have tested the system would be found willing to abandon it. A sinking fund forms a part of the financial policy of my own State and under the efficient management of our commissioners is enabling us to pay the interest and reduce the principal of our debt at a very commendable rate. It is stated by Allison in his History of Europe that if the sinking fund established under the administration of Pitt in 1786, and which continued until 1813—a period of twenty-seven years—but which was broken in upon by the succeeding minister, had been allowed to go on accumulating until 1843 it would have amounted to a sum sufficient to have paid in full the immense British debt, but that now it is conceded to be impossible, and no statesmen ever thinks of fixing a period, however remote, when the debt can be paid.

And so it will be with ours or any other Government which, instead of making early and proper provision for the payment of its debts, suffers them to run on until, like an incurable cancer on the body-politic, they eat out and consume the energies of the nation. In order to get the necessary amount of money to establish an efficient sinking fund without borrowing I propose that we issue \$100,000,000 of United States notes; that we sell at the market price all the surplus gold that can possibly be spared from the Treasury, which might amount to \$50,000,000, more or less, and that we add to it from time to time any surplus we may be able to spare from the Treasury until the amount reaches another \$100,000,000, the \$200,000,000 thus provided to be applied to the redemption of an equal amount of five-twenty bonds now at the option of the Government, the gold interest of which would amount semi-annually to \$6,000,000.

Assuming that our national debt bearing coin interest will in a few months, and when the outstanding seven-thirty securities shall have been fully converted into five-twenty, six per cent. bonds, will be about two thousand one hundred million dollars, the annual interest on which will vary but little from \$126,000,000; and assuming that a tax of one per cent. for Government purposes will be levied on these bonds, to be deducted and withheld from the payment of interest, which tax will amount annually to \$21,000,000; and assuming also, that this tax will go to the sinking fund, then we will have at the end of each 6 months an addition of \$10,500,000 arising from the tax, and a further sum of \$6,000,000 arising from the \$200,000,000 in bonds, making together \$16,500,000 in gold, which at a premium of thirty-three per cent. (and certainly the premium would as likely be higher as lower) would make \$22,000,000 in currency, to be reinvested at the end of the first six months in five-twenties, and so on compounding semi-annually from year to year, rapidly increasing its amount until it at least approximates the sum of our indebtedness.

Gentlemen are perfectly aware of the prodigious powers of accumulation of money at compound interest, and especially when compounded every six months, and still more espe-

cially when we have, as in the present case, in addition to compounding semi-annually at six per cent. the benefit of a premium of thirty-three per cent. on gold, making the rate of interest precisely equal to eight per cent. compounded semi-annually. Following the method which I have laid down and which I regard as strictly legitimate, it will be found that the interest arising from the \$200,000,000 proposed as the basis for a sinking fund, together with these semi-annual additions of the of \$10,500,000 in gold arising from tax on bonds, will amount at the end of five years, when added to the original \$200,000,000, in round numbers to the sum of \$464,000,000. Following the same rule, the sum at the end of ten years will amount to \$855,000,000; at the end of fifteen years to \$1,434,000,000, and at the end of nineteen years to \$2,092,090,000, being a sum sufficient within a fraction to pay the entire interest bearing debt.

Of course this plan embraces and carries with it the idea that Congress will not divert any part of the principal or accumulated fund to other purposes than the one contemplated.

* * * * *

The American people demand some such measure as I am now advocating, and I believe the unparalleled energy and enterprise evinced in all the industrial pursuits since the end of the war in development and augmenting the resources of the country have been such as to justify a further emission of paper money to the extent I have named.

Stagnation and dullness pervades all branches of business. The distress existing among the laboring classes is immense. Hundreds of thousands of working men are out of employment. Money throughout the West commands an interest of from 10 to 24 per cent.; and while a further issue would reanimate and encourage business of every kind, it is not believed the price of gold would be materially affected, and if it were enhanced five or ten per cent. who would be hurt? To my mind it seems perfectly obvious that the issuing of \$100,000,000 would not only be a great relief to the country but would also greatly aid us in establishing a sinking fund which would very much accelerate the payment of the public debt.

We now have circulation of some \$690,000,000, while the tax for Government purposes alone during the last fiscal year absorbed \$490,000,000, leaving but \$200,000,000—a sum far less than the immense State and municipal taxes paid during the same period—leaving nothing for the purposes of commerce until national, State, and county treasuries were unlocked. Prior to the war when the volume of currency was limited, the business of the country was conformed and adapted to the amount in circulation, much larger use being made of private paper in commercial transactions than currency of any kind; and in the absence of the use of this private paper prices of everything must have reached a standard ruinously low to the laborer, producer and manufacturer. But since that time, partly in consequence of the demands incident to the war and partly in consequence of the redundancy of currency, prices have ranged at figures extremely high. And any legislation that will tend to the reduction of values while an immense debt contracted on full-tide prices remains unprovided for and unpaid, either in whole or in part, will, in my judgement, be highly reprehensible.

* * * * *

It is true that we have a country of almost unbounded extent, possessing all the elements

of individual and national wealth; it is true that the resources of the country are being rapidly developed and that our population is increasing at a rate unequalled in the history of the world; but is that any argument why we should not avail ourselves of the present propitious times and lay such a foundation as will insure the payment of our indebtedness within the next twenty years without any undue taxation or oppression to the people? Certainly not.

After the unanswerable argument presented by Mr. Wilson, it only remains for us to suggest, as we did in our last week's issue, the proper means of investing this Sinking Fund. What better can be found than that which will, while it affords the most ample security, at the same time will stimulate the drooping industries of the manufacturing and laboring classes, develop our unbounded agricultural and mineral resources, and increase, *ad infinitum*, the wealth of the Nation. Hence, we say let NO MORE BONDS be issued in aid of the construction of Railroads to the Pacific, to be hawked about at a discount; but let the government absorb the bonds of the roads to the amount of the government subsidy and the amount allowed by law as a prior mortgage to the government claim, giving therefor what the roads are now glad to take—greenbacks—to be issued no faster than the construction of the roads progress. By this process several objects are accomplished. *First.* Without borrowing and without cost to the government a large SINKING FUND is created. *Second.* The necessities of the present moment are met, by a very gradual increase of currency, reviving the depressed trade and industry of the country. *Third.* By restricting the new issue of currency to aid thus given to the Pacific Railroads, the amount of currency will not be increased more than the necessities produced by the increased development of the country, and they could be retired whenever the condition of the Treasury and country would warrant. *Fourth.* The INCREASE of the SINKING FUND, could and should be judiciously reinvested in aid of the collateral roads, further developing the country and increasing the business and value and usefulness of the trunk lines as well as increasing the basis of taxation and production of the precious metals and our ability to resume specie payment. *Fifth.* The country would be developed, the fields of enterprise expanded, Capital remunerated and Labor rewarded. *Sixth.* The commerce of the Orient would be carried over the roads, and the World pay tribute to our traffic and enterprise. *Last.* Provision will be made to cancel our sacred National debt, without taxing to exhaustion the energies and industries of the People.

Hartford is preparing to fight with unusual vigor the project of bridging the Connecticut at Middletown, which will be revived before the Legislature.

Statistics and Growth of Ohio.

The Commissioner of Statistics has just made his report to the Legislature, which embraces many interesting facts in regard to the growth of Ohio. At this time, all this bears with great force on the statements thrown out by many persons, and especially by the Secretary of the Treasury, that the country is not growing on account of the effects of the war. While the war lasted this was true. Ohio could not lose 100,000 men from its daily industry, and perform the same work which was done before. Other States, as well as Ohio, lost the labor of its men in the same proportion; so that, till 1865, the general industry of the country was diminished. But from 1865, till the present time, nearly three years, industry and commerce have rapidly increased. The prosperity of the country considered in regard to its great elements (industry, production, and commerce,) was never greater than in 1867. This is proved (all operations to the contrary notwithstanding,) by the only true test, *facts*—developed in the statistics of the country. Ohio is one of only four or five States, in which any provision is made for a regular and systematic exhibition of statistics, so that any intelligent man can take up the Reports of the Commissioner of Statistics, and see exactly what Ohio has done in the way of growth, and exactly what are its social movements. For example, the progress of building in the State is shown exactly. Perhaps the returns made by the Assessors are not exactly correct, but they do show exactly the *proportions* from year to year; and the table for 1867 shows an *advance of 40 per cent on the year 1866*, in the number of new structures. The following is a table of the new structures erected in Ohio for a series of years, viz.:

In 1858, new structures.....	10,458
In 1859 ".....	7,812
In 1860 ".....	8,100
In 1861 ".....	9,813
In 1862 ".....	8,031
In 1863 ".....	6,278
In 1864 ".....	6,692
In 1865 ".....	6,397
In 1866 ".....	11,069
In 1867 ".....	15,351

We see here precisely what we might have anticipated, that the smallest number of buildings erected was in the year 1863, when the largest number of soldiers were in the field. But, much the largest number was in the last year. But this is not all, this table shows that the average of 1866 and 1867, was much larger in 1858 and 1859, before the war. Thus:

Total of 1858 and 1859.....	18,270
" 1866 and 1867.....	26,420
Increase of the last two years,	43 per cent.

The same fact is shown by the table of marriages, showing a great increase. The follow-

ing is a table showing the marriages for a series of years, viz.:

In 1857	25,616
In 1858	25,346
In 1859	22,671
In 1860	23,106
In 1861	22,251
In 1862	19,540
In 1863	19,300
In 1864	20,881
In 1865	22,198
In 1866	30,479
In 1867	29,230

Comparing the years as above, we have:

Total of 1858 and 1859	48,017
" 1866 and 1867.....	59,608
Excess of 1866 and 1867.....	11,591
Increase.....	25 per cent.

The number of marriages in a community is a very good test of its prosperity. It is a well known fact in political economy, that marriages decrease as industry and general prosperity decay and diminish. The prudential motives governs a great many people in the middle walks of life. It does not govern those who are so utterly destitute, as to be indifferent to results; and that is the case with the larger part of Ireland. In the case of Ohio, the diminution of marriages was caused entirely by the absence of the soldiers, the largest number of whom were young men, who, if at home, would have married. In his report of 1866, the Commissioner says:

We find here that in 1863, the very midst of the war, the number of marriages had fallen to 19,300, which is six thousand (6000) below the previous maximum (of 1857,) and that in 1866 it rose to 30,479—six thousand (6000) above the previous maximum, and eight thousand (8000) above that of 1865! To those unacquainted with statistics this must seem quite extraordinary, but it is in exact accordance with the actual social movement at these respective periods. In 1863-4 the drain on the State for soldiers reached its highest point.

If we turn now to our commerce and navigation, we shall find evidence of the same general fact,—thus:

Tonnage of Ohio in 1856.....	106,000
" " 1866.....	154,000
Increase.....	forty per cent.

The foreign commerce of Ohio is with Canada, and constantly increasing. Ship-building on the Ohio river, and at the Lake ports is increasing. The general production of the State in agriculture has increased but little; the new lands in the State have all been sold; and therefore the immigration of farmers, who want to buy new lands, is turned to beyond the Mississippi. But there are other reasons why agricultural productions have not been largely increased. Since 1860, there has been a cycle of comparatively bad seasons. There is, however, a turn now. The crops of 1867 were probably in the ag-

gregate equal to those of any one year. The smaller crops, such as barley, sorghum, clover, etc., have increased considerably. The culture of sorghum has been quietly making its way, till it has become an important article in agricultural production. In the year 1867, Ohio made 4,600,000 gallons of sorghum molasses. At 50 cents per gallon, this was equal to \$2,300,000, and saved an equal amount which would otherwise have been paid for foreign molasses. At the same time, we made 5,000,000 lbs. of maple sugar, equal to \$800,000 in value. Thus we saved by the culture of products entirely natural to this State, full three millions of dollars.

The mineral development of the State is about the same and must remain so, till manufactures are largely increased. Coal and iron are the great, all important elements for manufactures; but they are comparatively but little used in Ohio. Yet there is in this State a surface of 10,000 square miles full of coal and iron. These are the great materials of manufactures of all kinds; for, having these, and having millions of sheep in this State, and cotton coming constantly up the Mississippi, all other manufactures can be profitably carried on. There is wanting the application of large capitals to manufactures. Salt is the only mineral product which has largely increased in its production. It is found, that in the vicinity of Pomeroy, there is a sort of salt-centre. The saliferous rock is reached in about 1,100 feet, and the water is very strong. The wells at Pomeroy and the vicinity produce several millions of bushels of salt.

The population of the State is known with sufficient accuracy. Previous censuses prove that the State is now increasing at 2 per cent. per annum, which on the 1st of July, 1868, gives an increase of 16 per cent. on the census of 1863. This will give the State 2,714,000 inhabitants on the 1st of July, 1868; and this we suppose to be very near the truth. Taken as a whole, the elements of growth and prosperity are increasing in Ohio, and there is no reason to doubt their increase in the future.

"IOWA IN 1867-8"—Is the title of a work issued in six numbers by J. R. CARY, of Des Moines, Iowa. It contains a State Map and a running description of counties and towns, and set forth the general features and advantages of Iowa. To those who propose emigrating to that State, or investing in her valuable unoccupied lands, Mr. CARY's publication must be of considerable value. Ten cents per number, or fifty cents for the six.

The Western section of the Toledo, Peoria, and Warsaw Railroad, extending from Warsaw, opposite Keokuk, to Bushnell, on the line of the Chicago, Burlington, and Quincy Railroad, was opened to the public on the 1st inst. Through this improvement, the Des Moines Valley Railroad has a very direct outlet to Chicago and the East.

CONNECTION
BETWEEN
Cincinnati and Southern Railroads
AS CONTEMPLATED IN

1835.

INTERESTING LETTER

OF

BEN. DRAKE, Esq.,

GIVING THE

EARLY HISTORY OF CINCINNATI,

AS WELL AS

The Basis of her Future Growth.

We give below a remarkable Letter from one of our early, intelligent and most enterprising Merchants, well remembered by all old citizens, BEN. DRAKE, Esq., brother of Dr. D. DRAKE. It will be seen that he not only gives a succinct history of the rise and progress of Cincinnati, with very interesting statistics of the business and manufacturing interests of the day, but also ventures upon the definite prediction of the standing of Cincinnati fifteen years after the time at which he wrote, and which at the time appointed became "prophecy fulfilled." The estimate of the growth of Cincinnati was not a mere haphazard guess that luck proved to be correct, but was based upon reliable data and the result of cause and effect. It is true, all the enterprises on which he based his calculations were not carried out to completion; but others, commanding more local interest were started in their stead. *"The great railway between Cincinnati and Charleston, the most magnificent and important public work that has yet been projected in our country,"* as Mr. DRAKE styles it, and which he asserts, in connection with the other great enterprises enumerated in his letter, *"will all be completed within five years from this date,"* is still among the number not yet made, notwithstanding they had at that time secured *"efficient legislative action."*

How long it will be before Cincinnati will wake up to see her real interest in the opening up of the "most magnificent and important public work," giving her a market for her manufactured articles where she could defy competition, and bringing to her door in exchange the most abundant supply of the "raw materials" from the farm, the forest and the mine, is difficult to predict, but certain it is that every day's delay only serves to add new obstacles to her pathway and to fritter away the advantages which Cincinnati has ever possessed over all other cities in the West, entitling her to the *nom de plume* of the "Queen City." We trust, however, that before five years more have passed away that the "most magnificent and important public work" will be among the living, acting things

of life, swelling the currents of trade and imparting its full share to the vital energies and industries of the city:

CINCINNATI, January 1, 1836.

Col. A. Blanding:

SIR—The projected Railroad between Cincinnati and Charleston, designed to unite the Southern sea board with the valley of the Ohio, is attracting towards this city at the present time, a more than ordinary degree of attention. For the information of yourself and your fellow-citizens of the South, to whom, for the want of some direct line of communication, Cincinnati is comparatively unknown, I have embodied the following statistics, more immediately connected with her topography, commerce, manufactures and population. The facts here set forth, are but a part of those which might have been cited, in illustration of the present condition and future prospects of the great emporium of Ohio. They have been made after the most careful examination, and I think their general accuracy may be relied on.

Cincinnati is built upon an elevated and beautiful plane, on the North bank of the Ohio river, in lat. 39 deg. 6 m. 30 s. From the junction of the Allegheny and Monongahela rivers, following the meanders of the Ohio, it is distant 455 miles; and from the union of the Ohio and Mississippi 504 miles. Over land, it is distant from Columbus the capital of the State, 110 miles; from Sandusky City 200; from Indianapolis 120; from Franklin 85; from Nashville 270; from Natchez 680; from New Orleans 860; from St. Louis 350; from Louisville 105; from Baltimore 520; from Philadelphia 617; from Washington City 500; from New York, by the way of the lakes, 900; and from Charleston 600 miles. The valley in which Cincinnati, Newport and Covington, (the two latter places being in Kentucky, opposite this city) are built, is about 12 miles in circumference. The Ohio river enters this valley on the East and passes out on the West side. The Southern half of it is bisected by Licking river, which disembogues itself into the Ohio, opposite Cincinnati, separating the towns of Newport and Covington.

The upper plane, on which Cincinnati is built, is 540 feet above tide-water at Albany, and 25 feet below the level of Lake Erie. Low water mark in the Ohio at this point is 432 feet above tide-water at Albany, and 133 feet below Lake Erie. The shore of the Ohio at this place affords a good landing for boats at all seasons of the year.

The region inseparably connected with, and dependent upon, Cincinnati, as its great commercial and manufacturing mart, embraces the country bordering on the two Miami rivers, the Eastern portions of Indiana and the adjoining parts of Kentucky. It may be estimated to contain 10,000,000 of acres of land, and having within itself the capabilities of sustaining 3,000,000 of inhabitants. This district of country is traversed by the Ohio, Licking, and the Great and Little Miami rivers, all of them navigable in a greater or less degree, and the three last eminently adapted to manufacturing purposes. The whole of this region is fertile, well timbered and watered. It produces in abundance, wheat, corn, oats, barley, hops, buckwheat, tobacco and hemp, together with horses, mules, cattle, sheep and hogs. The air is salubrious, and the population may be characterized as frugal, industrious and enterprising. These are some of the natural advantages by which Cincinnati is surrounded. Let us now see what art and enterprise have done for her.

In the year 1810, the population of Cincinnati was 2,320; in 1813 it was 4,000; in 1819 it was 10,230; in 1824 it was 12,000; in 1826 it was 16,230, and at the present time it may be safely placed at 31,000. If to this be added the population of Newport and Covington, both of which are intimately associated in business, interest, and social intercourse with Cincinnati, the three places constituting indeed but one city, and the aggregate population will be equal to 35,000. It is but proper to say that among this people there are but few idlers. Indeed, they are proverbially industrious and persevering, as may be inferred from the manufacturing industry of the city, of which I shall have occasion to speak hereafter. Great attention is paid to the cause of education, and the moral and religious feeling of the community is quite as great as may be found in the same amount of population in any other city.

According to an accurate statistical examination, made in 1826, the manufacturing industry of Cincinnati for that year was \$1,800,000 in a population of 16,230 persons. At that time there was not more than 16 steam engines employed in the manufactures of the city. There are now upwards of 50 in successful operation, besides 6 or 7 in Newport and Covington. More than 100 steam engines, about 240 cotton gins, upwards of 20 sugar mills, and 22 steamboats, many of them of the largest size, have been built in Cincinnati during the year 1835. The manufactures in other departments have corresponded in magnitude with those enumerated, during the same period.

If, then, in the year 1826, with a population of but 16,230, and running but 16 steam engines, the manufacturing industry of Cincinnati was \$1,800,000, it is perfectly safe to place the manufacturing industry of Cincinnati, Newport and Covington, with their 35,000 people and 55 steam engines, during the year 1835, at \$5,000,000. The truth is, Cincinnati and her two sister towns are mainly indebted to their manufactures for the steady and onward prosperity which has marked their course. Her artisans and mechanics stand deservedly high for their skill and enterprise, and while there are but few very large and overgrown manufacturing establishments in the city, there are a very great number of small ones, confided to individual effort and personal superintendence, and are consequently conducted in the most successful manner. The products of these minister not only to the wants, comforts and luxuries of the people of Cincinnati, but also to those in almost every part of the Mississippi Valley. And when the great railroad to the Southern sea board shall have been completed, the manufactures of this city will be sent to the interior of the Carolinas and Georgia, in exchange for the cotton, sugar and rice of these States. With the exception of Pittsburg, there is no city or town in the West or South, which, in its manufactures and manufacturing capabilities, bears any approach to Cincinnati.

In the year 1826, it was ascertained that the exports from this city were about 1,000,000 of dollars. In 1832, they approached to 4,000,000. For the year 1835 they may be safely placed at 6,000,000. That this is not an over-estimate, may be abundantly proved by a recurrence to a few facts:—From the growth and general prosperity of the city and surrounding country, within the last three years—from the increased amount of tolls on the Miami Canal—from the enlarged number and variety of manufacturing establishments

—from the fact that, during the greater part of the past year, there were 50 stages and 58 mails arriving weekly in this city—from the number of the arrivals of steamboats at the quay, being, within the year 1835, 2,237—and, finally, from the fact that, in the winter of 1832-3 there were 85,000 hogs slaughtered in Cincinnati—1833-4 there were 123,000—and, in the winter of 1834-5, there were 152,000. Supposing other articles of produce to have increased in a corresponding degree with the pork business, and not losing sight of the foregoing details, all of which tend to show the commerce and business of the city, and it must be apparent that in placing the exports of Cincinnati, Newport and Covington, for the year 1835, at \$6,000,000, the same is below, rather than above the true amount.

It should be borne in mind, that Cincinnati has attained her present population, commerce and manufactures, without the aid of any work of internal improvement, but that of the Miami Canal, 60 miles in length, and about 30 miles of Macadam turnpike, and these have been completed but a short time. Let us now see what works of internal improvement are projected and in actual progress, and the completion of which will directly and powerfully promote the growth of Cincinnati. 1. The extension of the Miami Canal from Dayton to the Maumee Bay, a part of which will be completed in the ensuing summer. 2. A Macadam turnpike from Chillicothe to Cincinnati, a part of which is now under contract, and which, when completed, will connect this place with the Ohio Canal, and the rich valley of the Scioto. 3. The continuation of the Cincinnati, Columbus and Wooster, and the Cincinnati, Lebanon and Springfield Macadam turnpikes, about 15 miles of each being already finished. 4. The Cincinnati and Harrison Macadam turnpike, leading to Brookville, in Indiana, 20 miles of which will be completed early in the present year. 5. A Macadam turnpike, now constructing from Georgetown and Lexington. 6. A Canal, already authorized by the Legislature of Indiana, from the sources of White Water to Lawrenceburg, running a part of its length through Hamilton county, and approaching within a few miles of this city. 7. The railroad now making from Lawrenceburg, Indiana, 20 miles West of Cincinnati, to Indianapolis, and the railroad, already authorized, from Cincinnati to Lawrenceburg, and forming, when completed, a continuous railway from this city to the capital of Indiana, and stretching for 100 miles through the most populous portions of that rising State. 8. The extension of the Cumberland road through Ohio and Indiana, crossing the Miami Canal and the routes of several of the turnpikes already enumerated, as they diverge to the North from our city. 9. The projected railroad, (the early completion of which is beyond all doubt,) running from this city up the valley of the Little Miami, and branching at Todd's Fork, one track passing on to Xenia and connecting with the Mad River and Sandusky Railroad (now constructing) at Springfield; and the other stretching North eastwardly to Columbus, and thence to Lake Erie and Cleveland; and finally, the great railway between Cincinnati and Charleston, the most magnificent and important public work that has yet been projected in our country. This road stretching through the States of Kentucky, Tennessee and South Carolina, with branches passing off into Georgia and North Carolina at its Southern extremity, and at the North, sending a branch to Louisville and

another to Maysville, with the main trunk striking the Ohio river at this place, and connecting with the Miami Canal, and the railroads running from Cincinnati to Indianapolis, and from Cincinnati to Sandusky and Cleveland on Lake Erie, must of itself exert a degree of influence upon the rise and expansion of this city, which it is difficult to appreciate. Most of these works have been commenced—they are all practicable—THEY WILL ALL BE COMPLETED WITHIN FIVE YEARS FROM THIS DATE. The most difficult, expensive, and at first view unlikely to be accomplished, is that from the valley of the Ohio to the Southern sea board, in the execution of which your able services have been engaged. Yet we find that in less than five months from the time when an individual of this city proposed in a public meeting, the appointment of a committee to report upon the expediency and practicability of this railroad, and that in less than four months from the period when that report was made, that public attention in the States of South and North Carolina, Georgia, Tennessee, Kentucky and Ohio, is turned with the deepest interest to its immediate execution, and that in three of these States, already, there has been concerted and *efficient legislative action*.

To comprehend the influence which these several works of internal improvement will necessarily exert upon Newport, Covington and Cincinnati, it is necessary to study the regions of country they will traverse—their fertility of soil—their products—the rich and varied mineral treasures that are embedded within them—the salubrity of climate—the genius and habits of the people, and the commercial, manufacturing and intellectual capabilities of this metropolis. This done, who will doubt that the very first year after the completion of this great national work in which you are now so zealously engaged, there will be placed upon it, at this point, exports to the value of six millions of dollars?

In contemplating the progress of Cincinnati in buildings, both public and private, it will be observed that no inconsiderable amount of architectural taste and skill have been put in requisition. Among the 150 houses erected during the year 1835, there are many which would do credit to any city in the Union. This is especially true to the numerous warehouses and stores—of the edifice of St. Paul's Church—of the two banking houses on Third street; and the ten or twelve edifices for the use of common schools, all of which are large, commodious and elegant, and will contribute in a high degree to the adornment of the city.

Thus far the physical causes which are in operation in building up this city, have been principally considered. There are moral ones which should not be overlooked. The character of the population of Cincinnati, for industry, enterprise, and a quiet, orderly observation of laws—the number and prosperous condition of her literary, benevolent and religious institutions, may be pointed out as important elements, in estimating the future growth of Cincinnati.

Finally, I feel authorized in saying, that this city yields to none in the Union, in the inducements which she presents for a residence within the noble amphitheatre of hills that surrounds her, whether in regard to the social and intellectual enjoyments of society, or in reference to the field which she presents for industry and enterprise, in commerce and manufactures, or the investment of capital in productive real estate. It is confidently be-

lieved that real estate is lower at the present moment in Cincinnati, than in any other city of the Union, whose population, business and permanent local advantages are of corresponding magnitude. The fact goes far to prove that in the present condition of the city, there is nothing unsound or fictitious, but that its prosperity is the result of those indestructible, physical and moral causes, which before the year 1850, will give to Cincinnati at least 100,000 active, educated and enterprising citizens.

B. DRAKE.

Important Railroad Enterprise for Cincinnati.

It will be remembered that the Legislature of the last year passed an act incorporating a railroad company from Covington, through Maysville to Catlettsburg, at the mouth of the Big Sandy. The charter authorizes the Company to acquire by purchase any other railroad, or the uncompleted work which may have been done along the line of the route, and to build a through line from Covington to Big Sandy.

This is an enterprise of the very highest importance to this part of the State of Kentucky, and one which should awaken the attention and enlist the energies of our people. The Chesapeake and Ohio Railroad, commencing at the sea board and running through the heart of Virginia, will meet the Covington and Big Sandy Road at Catlettsburg, and connect with the Maysville and Lexington at Maysville, and the Kentucky Central at Covington.

A letter from a well-informed gentleman, dated at Lexington, Va., to Gov. Stevenson, of Kentucky, says:

I take the liberty of dropping you a note in relation to the present condition of the Chesapeake and Ohio Railroad. The city of Richmond and counties on the line have subscribed \$3,650,000 to the stock of the company, and we hope to raise the subscription to \$5,000,000.

The Virginia Central Railroad, which you know is a part of the line, will be mortgaged, as well as the line to be built, for the additional means to complete the road to the Ohio river.

The Company was incorporated at the last session. An act is now in process of passage though the Legislature, authorizing the counties of Campbell, Pendleton, Bracken, Lewis, Greenup and Boyd, through which the road runs, to subscribe to its capital stock, whenever a vote of the people of said counties shall approve the subscription.

The Covington and Big Sandy will not only connect with the Chesapeake and Ohio line, but with the Baltimore and Ohio, and perhaps the Pennsylvania Central, so that all these great through lines will be tributary to the Covington and Big Sandy, the Maysville and Lexington and the Kentucky Central. Cincinnati will find it to her interest to foster the Covington and Big Sandy line, as it will be the shortest line by many miles to Baltimore and Norfolk.—*Maysville Eagle*.

In accordance with the right reserved by the Union Pacific Railroad Company to advance the price of its first mortgage bonds at any time, the rate was further advanced yesterday, from 95 cents to par and accrued interest.—*Tribune, Feb. 6th*.

Death of Amos Dean.

The Albany papers chronicle the death in that city, on Sunday, of Prof. Amos Dean, widely known as a jurist and scholar. He died very suddenly at the age of 64. Prof. Dean was a native of Vermont. He graduated from Union College in 1826, and soon after took up his residence in Albany, where he studied law in the office of Jabez D. Hammond and Alfred Conkling. He was admitted to practice in 1829, and for several years was associated in business with Azor Tabor, distinguishing himself as a sound counselor and office lawyer. His tastes and aptitude were scholarly rather than legal, and led him into labors and enterprises outside the strict line of his profession. He was the founder and first President of the Albany Young Men's Association, in 1833. In 1838 he was appointed Professor of Medical Jurisprudence in the Albany Medical College, and actively discharged the duties of the position till 1859. He was also chosen one of the Professors in the Albany Law School, and taught with great acceptability for many years. He was the author of a work on Phrenology; of a Counting-House Manual of Law, and of various minor publications. Of late years he employed himself diligently upon a History of Civilization. Although he had completed the manuscript of several volumes, he has left the work unfinished. He was a man of unusual industry, ability and acquirements, and of exalted character.

We have known him long and well—to know was but to love. It was in his social qualities that DEAN was most admired. His sharp wit and keen sense of the ludicrous, his repartee and fondness of a good joke, no matter at whose expense, and his unbounded good humor, all combined to render him one of the most genial of companions in the social circle. In the Lecture room, whether before the popular audience or the private class, he was always instructive and never failed to impress his hearers with the subject matter of his text.

The receipts of the Western Union Railroad Company for the week ending January 21:

	1868.	1867.	Inc.	Dec.
Freight	\$11,910 11	\$7,176 79	\$4,733 32	.....
Passengers	3,552 52	2,692 27	860 25	.....
Express and Tel.	600 00	320 00	280 00	.....
Mail	375 00	375 00	.....	.....
Totals	\$ 6,437 63	\$10,534 06	\$5,873 37	.....

Receipts from January 1, to January 21:

1868	\$46,415 43
1867	39,078 69
Increase	\$7,336 54

On the 31st December, ult., the sale and transfer of the Milwaukee and Prairie du Chien Railroad to the Milwaukee and St. Paul Railway Company was consummated. The road will hereafter be known as the Prairie du Chien Division of the Milwaukee and St. Paul Railway. The latter company have for some time owned a majority of the stock of the lapsed company.

The sale of the Canal property of the Pennsylvania Central Road to a canal company for \$20,000,000 has given great activity to the stock of the road, and caused a sharp advance in prices.

Erie and New York Central Railroad.

The *Tribune* has compiled the following comparison of the Erie Railway Co. and New York Central, as made up from the reports to the State Engineer for the year ending 30th September, 1867:

	Erie R. Co.	N. Y. Cent'l.
Maine line of road miles	459	A. to Buf. 298
Maine line, branches & leased miles....	784	696
Stock capital	\$25,111,210	\$28,537,000
Bonded debt	22,429,920	12,069,820
Earnings	14,317,213	13,979,514
Working expenses, (including rents) ..	11,402,810	10,869,712
Working expenses, per cent	79.6-10	77½
Number of passengers carried	2,245,180	3,618,642
Number of miles traveled	128,494,241	198,985,443
Earnings from passengers	\$2,931,833	\$4,032,023
Tons of freight moved ..	3,484,546	1,667,926
Tons of freight moved one mile	549,888,442	362,180,606
Earnings from freight ..	\$11,204,688	\$8,903,750
No. of engines	371	289
Mileage of engines	6,459,279	6,401,420
Average miles run each engine	17,410	22,150
Repairs of engines	\$1,030,880	\$1,078,570
Cost of fuel	1,428,834	1,609,171
Oil and waste	177,614	226,980
Labor, loading & unloading freight	473,530	431,471
Maintenance of way and buildings	1,862,831	2,008,717
Cost of iron in repairs	909,762	1,113,881
No. of freight, stock, and coal cars	5,709	5,180
Repairs pass., bag. & freight cars	1,366,886	1,432,076
Agents and clerks	611,871	346,147
Porters watchmen & switch tenders	165,343	317,124
Conductors, baggage and brakemen	673,408	305,272
Engineers and firemen	688,733	491,333
Loss and damage to goods & baggage	101,208	69,733
Damage for injury of persons	29,814	152,665

Hudson River Bridge.

The "Hudson Highland Suspension Bridge Company" applies to the Legislature to be incorporated, for the purpose of constructing and maintaining a permanent bridge across the Hudson River at some point between Verplanck's and Buttermilk Falls, with the obligation to complete it by the 4th of July, 1871. The capital is fixed at \$2,500,000, with power to increase it. The bill allows railroad companies to become proprietors to the extent of ten per cent. of the entire amount, and rails may be laid on the bridge for the passage of railroad trains. The bill requires the safety of the structure to be tested by the State Engineer and Surveyor, and fixes the rates of toll for which animals and vehicles shall be permitted to use it. The point, at which it is proposed to build this bridge is the natural place of crossing for a number of railroads. The Erie and New

England Railroad, projected to be built from Turner's, in Orange county, to Derby, in Connecticut, would use this bridge in its route, although application has been made by the Company for a ferry franchise. Erie Railroad trains may cross, and run to New York on the Eastern bank of the Hudson. The West Shore Railroad will also have the opportunity to meet the Erie Railroad at Turner's, and proceed thence to the bridge, on its way to New York. The Oswego and New York Midland Railroad, which will unite with the Erie at Middletown, will also follow the same general route. Thus the proposed bridge would be a common thoroughfare for several important railways traversing the South-eastern part of the State.—*Tribune*.

Our recollection of the locality is that it will require a considerable of a bridge to make the span at the point indicated, and that the reserved right provided in the charter, to "increase the capital" is a very wise one, as we have no doubt but the company will have good occasion to make use of it.

Railroads in the United States.

Dr. Delmar, Director of the Bureau of Statistics, has prepared the following summary statement of the length and cost of railroads in the several States at the close of 1867, prepared by R. Fisher, Esq., New York:

	MILES.		Cost of roads & equipment.
States, &c.	Total.	Complete.	
Maine	638.29	512.57	\$18,039,779
N. Hamp.	667.36	667.36	22,230,337
Vermont	601.74	588.74	24,459,893
Mass.	1,479.50	1,400.60	71,731,931
Rhode I'd.	151.74	119.24	4,973,682
Connect.	793.20	637.30	24,997,741
New York	3,820.34	3,182.59	169,308,170
N. Jersey	964.77	911.29	64,550,741
Penn.	4,628.72	4,192.01	221,947,857
Delaware	177.40	160.40	5,417,484
Maryland	355.35	606.69	37,106,685
West V.	586.75	364.75	22,972,154
Virginia	1,973.32	1,494.18	49,365,194
N. Carol'a	1,367.54	1,000.42	20,089,040
S. Carol'a	1,109.17	1,007.17	26,961,091
Georgia	1,750.60	1,547.90	34,352,624
Florida	606.60	439.60	9,416,000
Alabama	1,577.00	850.50	27,268,295
Mississippi	897.90	897.90	25,508,404
Louisiana	872.50	333.25	14,386,557
Tennessee	1,508.85	1,326.35	47,577,387
Kentucky	1,012.10	634.90	23,719,404
Arkansas	1,921.33	113.00	4,400,000
Texas	2,590.75	495.25	15,200,000
Ohio	3,726.46	3,397.84	149,540,960
Indiana	2,606.08	2,306.05	89,560,922
Illinois	3,607.49	3,224.49	149,000,657
Michigan	1,851.82	1,062.82	45,043,870
Wisconsin	1,467.70	1,036.50	40,966,182
Minnesota	1,646.00	419.50	11,250,000
Iowa	2,146.09	1,209.00	49,191,450
Neb'a, &c.	988.70	555.00	25,000,000
Missouri	1,494.48	984.75	55,754,105
Kansas	835.00	494.00	22,500,000
California	1,093.50	282.50	27,090,000
Nevada & Utah ...	545.30	30.00	2,000,000
Oregon	259.50	19.50	500,000
Aggregate	54,325.85	38,605.81	\$1,654,050,799
Agg. last year	51,636.54	36,896.26	1,592,464,085
Inc. over 1866	2,719.31	1,709.55	\$61,586,714

Central Rail Locomotives.

[From the Journal of the Franklin Institute.]

Allow me to correct a slight error, which I observe on page 320 of your November number. My friend Mr. Coleman Sellers is there stated to have made the following remark, when speaking of the centre-rail engine for railroads: "The person to whom Professor Morton alluded was Mr. Trautwine, the Engineer of the Panama Railroad, who advocated the use of this plan across the Isthmus. The engines were built; but the engineer who succeeded him concluded to cut down the road, and use common engines." The error consists in this: "That I never contemplated the use of such engines on that road, further than as a temporary resort, while making the summit excavations; and even that idea originated with the board of directors, who were determined to leave nothing unprovided for that could expedite the work. I expressed to them the conviction that no such precaution was necessary; but inasmuch as it would at least do no harm, the directors requested their consulting engineer (Horatio Allen, Esq.,) and myself to witness some experiments with a large working model engine, prepared by Mr. George Escol Sellers, its inventor, and to report upon the result. We did so, and our report was unqualifiedly favorable, and the engines were accordingly ordered. This was at about the middle of 1850. They were not used on the Panama road, simply because, as I predicted, no necessity for them presented itself; and my co-engineer and friend Col. Totten, who remained upon the road after I had resigned, employed them as common engines. A centre-rail engine had been patented in England in 1830 or 1831, by Erickson & Vignoles; but Mr. Seller's engine combines self-acting means for adjusting the adhesion to suit both the grade and the load, with other peculiarities, which renders it so far superior to that of Erickson & Vignoles, that it must be regarded as essentially a new and original invention. About thirteen years since, as Engineer of the New York and Middle Coal Field Railroad, I recommended the use of the Sellers engine on a grade of 150 feet per mile; and the directors (the late city Postmaster, C. A. Walborn, Esq., President), notwithstanding the unfavorable opinions universally expressed by other engineers, and by locomotive builders, procured from Mr. Sellers two very powerful ones. Financial troubles, however, led to the abandonment of the road, and the engines were sold at very low prices to other coal companies. As none of the officers of these companies understood the principle or mode of action of the engines, they did not even make a trial of their capabilities, although it might have been done, and the grand problem satisfactorily demonstrated to all, for a few hundred dollars. As the worthy president of one of the companies himself complacently informed me, "We are all practical men on this road, and don't believe in thy gimcracks." The centre-rail machinery was accordingly taken off and melted up for castings; and thus Mr. George Escol Sellers was deprived of the honor of having his name associated with the first practical success of this invention—an honor ascribed to the inventor of the very inferior machine which is now daily hauling trains across the Alps. The day may perhaps come when the Sellers engine will in like manner cross the Rocky Mountains. In these few lines you have the entire history of the centre-rail engine in this country.

Yours, truly, JOHN C. TRAUTWINE.

Filling of a Sink Hole.

BY CHARLES PAINE, C. E.

At a marsh about one mile East of Lawrence, upon the "air line" of the Michigan Southern and Northern Indiana R R, there occurred, during the construction of the line, a sinking of the embankment which had been nearly completed across the marsh, the fibrous superstratum, of from six to eight feet in thickness, having broken off at each side of the bank, letting the whole drop into a lake of semi-fluid peat below. Efforts at filling up the hole were continued for a long time; but making very little show for the amount of material absorbed, the work was finally abandoned, the track having been carried around the edge of the marsh by very sharp reversed curves. The inconvenience of this interruption of the straight line, and the destruction of rails on these curves, became considerable, as the traffic of the road increased, and it was thought very desirable to complete the embankment across the marsh. Upon sounding, the peat-bed or lake was found to be about forty feet deep, or from grade about forty-five feet to hard bottom, for a distance of about thirteen hundred feet; where the embankment had once been built the soundings were only from ten (10) to twenty (20) feet below grade; but at two places, two hundred and three hundred feet long, respectively, no filling had been done.

As the only earth to be procured in the vicinity was a clay which would stand in water at a comparatively low angle, it was evident that an earth bank would require a large quantity, even where a core had already been formed by the work previously done, to complete the slopes. I therefore determined, for that portion of the bank under water, to use materials always at hand upon railways, viz: the decayed sleepers removed from the track in the course of repairs.

The height of grade above the water being five feet, a platform thirty-five feet in width would carry an embankment fourteen feet wide at grade, leaving a leeme three feet wide at each foot of the slopes; such a platform was accordingly laid down and then built upon, each course sinking those below it, until the bottom was reached, the succeeding layers crossing each other, the sleepers also breaking joints longitudinally and alternately, so as to bind the whole together as firmly as possible, keeping the outer edges of the platform somewhat higher than the middle, so as to give the outside sticks a tendency towards the centre.

This work was begun during the winter of 1865-6, and completed during the next winter, at times when the working-train could best be spared for such labor, the earth filling and ballasting having been done during the past summer. Some difficulty was experienced from the slow settling of the platform through the peat, at the points where no earth embankments had previously been made, as the bank which was first made upon the sleepers sunk the platform too far below water, where the earth had to be removed and the platform raised with additional courses of sleepers; but the whole appears now to have reached the bottom. The trains have been running over the new line for about two months, and the settling is not greater than upon any new embankment. The economy of this mode of forming the bank will be seen to have been considerable, the estimated cost of an earth bank having exceeded \$30,000, while the cost of this construction has amounted to not quite one-third of that sum.

—Journal Franklin Institute.

MONETARY AND COMMERCIAL.

The money market has not presented any new features during the past week. The feeling of confidence engendered by the belief that "bottom has been reached" and that better times will ensue is very general, and hence less fears for the future are entertained. The anti-contraction measure of Congress is now the law of the land, notwithstanding the objections of the President, who, omitting to veto it, and allowed it to become law without his approval. Thus has one of the monstrous discretionary powers of the Secretary of the Treasury been taken away. As we have before asserted—"Secretaries are but men," and sometimes weak ones at that; hence, the "more than regal powers" that were conferred during times of eminent peril, should not be continued longer than the peril exists. The uncertainties of financial matters for the past two years, the fluctuations created in the market by the hoarding and disbursing processes of the Secretary, who, by his extraordinary powers, was not a Secretary, but the greatest money broker, stock operator, and gold gambler in the world, has had the same effect on the industries of the country as "thawing and freezing on winter wheat. The entire country will hail with joy the time when he will again become a Secretary. The demand for loans is not great nor urgent, and is freely met by the discount houses to their customers at the usual rates of 8@12 per cent.

Exchange is abundant with a light demand; hence the market is heavy. The following are the usual quotations:

	Buying.	Selling.
New York.....	1-10 dis.	par.
Philadelphia.....	1-10 dis.	par.
Boston.....	1-10 dis.	par.
Gold.....	140 3/4	141 1/2
Silver.....	128@132	129@133

The operations of the gold market have not had a very wide range. The daily changes are indicated by the following:

	Opening.	Highest.	Lowest.	Closing.
Jan 30.....	140 3/4	140 3/4	140 3/4	140 3/4
" 31.....	140 3/4	140 3/4	140 3/4	140 3/4
Feb. 1.....	140 3/4	140 3/4	140 3/4	140 3/4
" 2.....	140 3/4	141 1/2	140 3/4	141 1/2
" 3.....	141 1/2	141 1/2	141 1/2	141 1/2
" 4.....	141 1/2	141 1/2	141 1/2	141 1/2
" 5.....	141 1/2	141 1/2	141 1/2	141 1/2

Of the New York market the *Tribune* says: "Money is offered in large amounts at 4@5 per cent upon anything salable at the Stock Exchange. Commercial paper is in good demand for best names at 5 1/2@6 1/2, and names less desirable can be sold upon favorable terms.

Government stocks did not maintain the extreme advance of yesterday, but are steady at quotations. The 7.30s of the second issue sold at 107 3/4. Border State stocks were in moderate demand. In Railway mortgages little done, and few of high character offering. Western Union Telegraph sold down to 36. The Express stocks were all lower: Adams falling 3 3/4, Wells, Fargo & Co. 1, American 2, and Merchant's Union 1/2. Railway shares at the regular Board, with hardly an exception, were lower, and upon quite small transactions. At the Second Board the market was weak and panicky in some stocks. Adams Express fell 1/4; Wells, Fargo & Co., 1 1/2; Merchants' Union, 3/4. The Railway shares were generally lower, and the principal buying was by the bears for delivery. The lowest points of the day were; Erie, 73 3/4; New York Central, 125 1/4; Reading, 93 1/4;

Michigan Southern, 89½; North-Western Preferred, 72½; Rock Island, 97½, and Pacific Mail 108½. At the close the market rallied: New York Central sold at 126½; Erie, 73½; Michigan Southern, 90½; North-West Preferred, 73½; Rock Island, 98½; but the prices were not fully sustained, and were barely steady at quotations.

Amount of Coin in the World.

Director Delmar has compiled the following table from various authorities, showing the amount of specie existing in Europe and America from A. D. 1546, to the present time. The amounts are in millions of pounds sterling until A. D. 1500, and afterwards in millions of dollars.

Year.	£	Authorities.	Year.	\$	Authorities.
14	358	Jacob.	1616	205	Jacob.
50	322	"	1600	577	Jacob.
86	287	"	1700	1318	Tooke.
112	219	"	1809	1687	Gerborex.
138	283	"	1827	1600	Humboldt.
191	219	"	1829	136	Jacob.
230	171	"	1839	1420	Jacob
266	163	"	1869	2800	Delmar.
302	147	"			
333	133	"			
374	119	"			
410	109	"			
446	86	"			
482	87	"			
518	78	"			
554	70	"			
590	63	"			
626	57	"			
662	51	"			
698	46	"			
764	41	"			
770	37	"			
806	38	"			
1066	33	"			
1500	35	Henry.			

After the Augustan era the product of the European mines failed, and the stock of coin gradually fell until the ninth century, each step of its fall being marked by the greater poverty and social degradation of the people, until at last, such was the scarcity of coin, human beings in Britain were made a legal tender at specified rates.

This dearth of the precious metals contributed largely toward establishing the dark ages. Out of these depths arose two great modern institutions—the mercantile theory and credit—the one a palliative, the other a cure. No increase in the stock of coin occurred until after the discovery of America, but the invention of paper credit largely alleviated the prevailing misery. This invention is due to the Jews, who, in 1160, introduced bills of exchange, and who were the only persons, from the institution of the canon law against the taking of interest for loans of money to the sixteenth century, who, in Western Europe, durst make a business of giving credit.

The same people established the first banks in Europe. That of Venice was established in 1157, that of Geneva in 1315, that of Barcelona in 1401, and that of Genoa in 1407. The discovery of America in 1492, produced no immediate increase in the European stock of coin. The mines of Potosi were opened in 1545, but it was not until near the seventeenth century that the stock of coin sensibly increased. The taking of interest was totally forbidden in England until 1571, and the device of extending credit by means of indorsement was not practiced until a century later, when it was introduced from Holland.

The stock of coin steadily increased until 1827, when it reached its highest point, and then declined until the opening of the Pacific coast mines in 1848, when it again increased, passing in 1860 its greatest previous high, and attaining in 1867 the enormous sum of \$2,600,000,000.

SUSPENSION

COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the long-stem package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2½ inches in width, and under. For Tickets over 2½ inches in width.

SIZE NO.	NO. OF FORMS.	PRICES.	SIZE NO.	NO. OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	256	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

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L. WILLIAMS, Ass't Sup't, C. H. & D. R. R., Cincinnati.
J. H. WELLER, Ass't Sup't, D. & M. R. R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G. W. R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C. & I. J. R. R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., Indiana. Aug. 2, 1886.

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PASSENGERS leaving CINCINNATI by the A. & G. W. Railway, on Saturday Morning, by the 6:00 a.m. Lightning Express, go

THROUGH TO NEW YORK

Without Detention arriving in New York 3:15 p.m. next day, Sunday.

2 Through Lightning Express Trains for New York, Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave	Cincinnati.....	6,00am.....	7,00pm
"	Dayton.....	8,20 ".....	9,15 "
Arrive	West Salem.....	1,40pm.....	4,03am
"	Leavittsburg.....	4,40 ".....	7,30 "
"	Meadville.....	7,05 ".....	10,15 "
"	Susquehanna.....	7,30am.....	10,38pm
"	Paterson.....	2,33pm.....	6,17am
"	New York.....	3,15 ".....	7,00 "
"	Boston.....	6,00am.....	5,00pm

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

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Passengers to the Eastern Cities will find the

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The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

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No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

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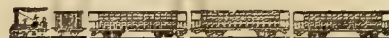
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

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CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1886, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15 foot of Liberty street, North River, at 7:00 and 9:00 a.m. and 18:00 p.m. On Sundays, one Express Train at 8:40 p.m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers front the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a.m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p.m., Pittsburg 12 night.

9:00 a.m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p.m. Without change of cars from New York to Harrisburg.

8:00 p.m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p.m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a.m. next day.

3:00 a.m.—EXPRESS TRAIN from the West, leaving Pittsburg at 4:30 p.m.; passes Harrisburg at 3:00 a.m.; Reading at 4:49 a.m.; Allentown at 6:00 a.m.; Easton at 7:09 a.m. Through cars from Pittsburg to New York.

9:05 a.m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p.m.; passes Harrisburg at 9:05 a.m.; Reading at 10:52 a.m.; Allentown at 12:22 p.m.; Easton at 1:10 p.m. Through cars from Pittsburg to New York.

7:25 a.m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a.m.; Allentown 12:20 p.m.; Easton at 1:35 p.m. Through cars from Harrisburg to New York. Arrives in New York at 5:30 p.m.

2:10 p.m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a.m.; passing Harrisburg at 2:10 p.m.; Reading at 4:30 p.m.; Allentown at 6:00 p.m.; Easton at 7:20 p.m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p.m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

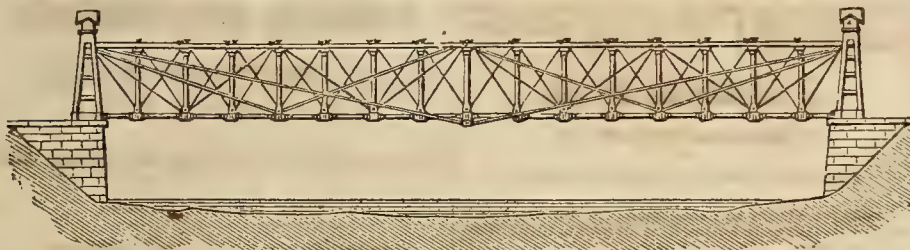
Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.
F. B. LORD, Gen'l Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburg, Pa.

Letter Box, 1392.

M. W. BALDWIN.

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bond and other securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 27 W. 3d St., Cincinnati.

W. P. SHINN, General Freight Agent,
myll Pittsburg, Pa.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON

167 Walnut Street,

CINCINNATI.

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

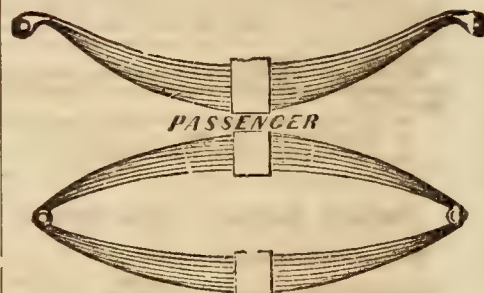
—AND—

MACHINERY OF EVERY DESCRIPTION

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE

THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight. All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for the celebrated Wheels, either single or double plat with or without axles.

WHEELS FITTED

Hammored or Rolled Axles, in the best manner the shortest notice, and on the most reasonable

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequaled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg. Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest. Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

JANUARY 5th, 1868.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

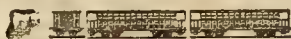
	Morn. Ex.	Eve Exp.	Seymour Acc.
Leave CINCINNATI,	7 40 a.m.	10 10 p.m.	4 04 p.m.
Arrive SEYMOUR,	12 00 m.	2 40 a.m.	8 10 "
Leave "	12 20 p.m.	2 10 "	
Arrive VINCENNES,	5 15 "	6 35 "	
Leave "	5 20 "	6 40 "	
Arrive ODIN,	9 35 "	10 30 "	
Leave "	9 45 "	10 40 "	6 30 a.m.
Arrive SANDOVAL,	9 55 "	10 50 "	6 40 "
Arrive ST. LOUIS,	1 00 a.m.	1 30 p.m.	9 40 "
Trains Arr. at Cincinnati,	6 10 a.m.	11 30 p.m.	12 00 m.

For tickets, or information apply at Offices, 132 Vine Street; Corner Front and Broadway; and at Depot, Foot of Mill Street.

G. E. FOLLETT, Gen. Passenger Agent.

J. W. CONLOGUE,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago. Advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORP, President

W. H. L. NOBLE,

General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

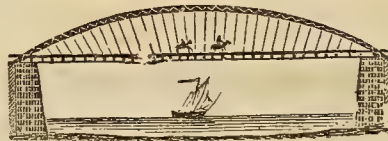
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods,

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works. June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS,

THOS. T. TASKER, JR.,

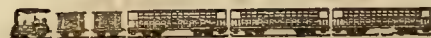
CHAS. WHEELER

S. F. M. TASKER

HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave at

more for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave

in gton for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, FEBRUARY 13, 1868.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00
Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.			
	DEPART.	ARRIVE.	
Morning Express	7:00 P. M.	6:10 A. M.	
Night Express.....	6:00 A. M.	6:00 P. M.	
LITTLE MIAMI.			
Lightning Express.....	7:00 A. M.	4:35 P. M.	
Express Mail.....	8:30 A. M.		
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.	
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.	
Lightning Express.....	8:00 P. M.	10:35 P. M.	
Night Express.....		6:15 A. M.	
CLEVELAND, COLUMBUS & CINCINNATI.			
Lightning Express.....	7:00 A. M.	7:25 P. M.	
Express Mail.....	9:30 A. M.	5:20 A. M.	
New York Express.....	8:00 P. M.	8:55 A. M.	
MARIETTA AND CINCINNATI.			
Depot on Pear street, bet. Plum and Central avenue.			
Baltimore and Washington City			
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.	
Baltimore and Washington City			
Night Express.....	12:35 A. M.	5:50 A. M.	
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.	
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.	
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.	
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.	
CINCINNATI, HAMILTON AND DAYTON.			
Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.	
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.	
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.	
Richmond and Chicago, Exp.....	5:10 P. M.	1:50 P. M.	
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.	
Indianapolis & Cambridge City.....	5:10 P. M.	10:30 P. M.	
Dayton, Lima and Chicago.....	3:00 P. M.	5:00 P. M.	
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.	
Bellefontaine and Sandusky.....	3:00 P. M.	10:30 A. M.	
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.	
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.	
Dayton Express.....	5:00 P. M.	6:10 A. M.	
CINCINNATI, SANDUSKY & CLEVELAND.			
Day Express.....	7:20 A. M.	7:05 P. M.	
Night Express.....	5:45 P. M.	10:25 A. M.	
CINCINNATI AND INDIANAPOLIS JUNCTION.			
Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.	
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.	
INDIANAPOLIS, CINCINNATI AND LAFAYETTE.			
Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.	
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.	
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.	
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:30 A. M.	
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.	
OHIO AND MISSISSIPPI.			
St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.	
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.	
Louisville Special Train.....	3:45 P. M.	1:50 A. M.	
CINCINNATI AND ZANESVILLE.			
Mail.....	7:00 A. M.	4:10 P. M.	
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.	
KENTUCKY CENTRAL.			
Express.....	6:00 A. M.	6:00 P. M.	
Lexington Express.....	2:00 P. M.	10:50 A. M.	
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.	
PAN HANDLE ROUTE.			
Express Mail.....	7:00 A. M.	6:15 A. M.	
Fast Express.....	8:30 A. M.	4:35 P. M.	
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.	

Northern Pacific Railroad.

The North-west Territory.

That there is a naturalness in the course of events is an undeniable fact, and we assert without fear of contradiction that if the construction of the great Northern Pacific Railroad, on the axial line of the basin of the great Lakes, should be pushed forward with the same energy that has characterized the Union Pacific, that the whole Saskatchewan and Red River country, equalling in extent and value in its agricultural resources half a dozen of our best States, would in a few years be thoroughly Americanized, and by their own inherent right become part and parcel of our territory, either with or without the consent of our neighbors. That this is our true policy, we cannot for a moment doubt, as tending to fulfill the ultimate destiny of the great American nation.

In the following resolutions, offered the other day by Mr. RAMSEY of the House of Representatives, as a substitute for those presented by him on the 9th December last, there are several points to which we propose to draw attention. The resolutions are as follows:—

Resolved, That the Committee on Foreign Relations is hereby directed to inquire into the expediency of a treaty between the United States and the Dominion of Canada, which shall contain the following provisions:

First That a duty of five per cent. *ad valorem* shall be imposed upon all importations from Canada to the United States, or from the United States to Canada, being the exclusive production or manufacture of the respective countries.

Second. That the excise duties of the United States and of Canada shall be assimilated by concurrent legislation.

Third. That the navigation of the great lakes and of the canals and channel of the St. Lawrence river and its tributaries shall be forever free and open to citizens of the United States and Canada.

Fourth. That Canadian vessels in American ports shall be entitled to all the privileges of American vessels in Canadian ports.

Fifth. That the fisheries of the Atlantic coast shall be free to the citizens of both countries.

Sixth. That a common system of laws regulating copyrights, patent-rights, and rates of postage, shall be extended over both countries.

Seventh. That Canada, with the consent of Great Britain, shall cede to the United States the districts of North America west of longitude 90° on conditions following, namely:

1. The United States will pay \$6,000,000 to the Hudson Bay Company in full discharge of all possessory rights and of all claims to territory or jurisdiction in North America, whether founded on the charter of the company or any law, treaty, or usage.

2. The United States will assume the public debt of British Columbia, not exceeding the sum of \$2,000,000.

3. To aid the construction of a railroad

from the western extremity of Lake Superior to Puget sound the United States, in addition to the grant of land heretofore made, will guaranty dividends of five per cent. upon the stock of the Northern Pacific Railroad Company: *Provided,* That the amount of stock guaranteed as aforesaid shall not exceed \$20,000 per mile, and Congress shall regulate the securities for advances on account thereof.

4. The North-west territory shall be divided and organized into Territories of the United States not less than three in number, with all rights and privileges of the citizens and government of Montana Territory, so far as the same can be made applicable

The railroad to the Pacific on the parallel of the Lakes, connecting them with Puget's Sound, and rendering accessible to civilization and commerce, Minnesota, Dacotah, Idaho, Montana, Washington and Oregon, is of sufficient importance to receive not only the sympathy but aid of the government, without coupling with it measures of not only doubtful utility, but repugnant to the views of a large portion of the commercial and manufacturing interests of the country. That Mr. RAMSEY is correct at heart, we have no doubt, but we fear that some jobbing lobby member or paid agent of Canadian Reciprocity, has been poisoning his ears, and baiting Reciprocity with North-west Territory, and thus luring him on so that he will defeat the great object he has in view—the construction of the Northern Pacific Railroad. If *Reciprocity* is good let it go through like *Epsom Salts* on its merits.

The great North-west Territory claimed by the Hudson's Bay Company, is ours, as we have shown above, by the force of circumstances. If we let it alone and push forward our legitimate enterprise—the Northern Pacific Railroad—it will drop into our hands like ripe fruits. However, what kind of a TITLE would be acquired by the purchase of the parchment of the Company for \$6,000,000, and the assumption of bogus debts to the amount of \$2,000,000 more, out of which somebody is to get a very handsome slice? It would be of very *doubtful* value, as the company could not furnish a warranty deed for the property, not even if endorsed by the Dominion of Canada, in consideration of the Reciprocity Treaty as suggested. We would still have to deal over again with Great Britain who is the real owner of the *eminent domain*; or fee simple. The right to dispose even of the *leasehold* would be seriously questioned by the home government, much less the *fee*. We should then be in the same "*pickle*" with the Dutch farmer who had bought his farm and raised his crop, but when he came to gather in his harvest he found there was "another man's farm on top of his," and that *he* claimed the crops. In real estate transactions, too much care cannot be taken, and it is better always to deal with the real owner. If the *genuine title* could be obtained for the \$8,000,000, we should say, pay it by all means, as it is "dog cheap" The maxim of Davy Crockett, "be sure you are right, then go ahead," is, however,

especially applicable on this occasion; and with the impending political crisis before their eyes, we have great confidence that the wisdom of the redoubtable Tennessean and ex-member will not be lost sight of by the present House. Hence, we think there is but little danger of the money being appropriated, even were the delectable, but sugar-coated dose of Reciprocity not coupled with it.

THE WAYS AND MEANS

Of construction suggested by Mr. RAMSEY, although preferable to the issuing of bonds by the Government for this specific object, as it merely creates a *liability for the interest* of the debt, and not for the principle, is, nevertheless, objectionable, and inferior as a project for relieving the distress of the nation and accomplishing the grand result of the construction of the Northern Pacific Railroad to the suggestions contained in our issues of last week and the week before, of granting direct money aid, in legal tenders; the government receiving in return the bonds of the road to the amount of the government and first mortgage bonds now issued to and by the Union Pacific Railroad. The proceeds or interest of these bonds so issued to the government, and which is to be paid by the roads to the Government to be again reinvested in the construction of lateral lines developing the agricultural and mineral wealth of that vast rich region—and the whole to constitute a SINKING FUND to pay the debt of the nation.

ALL POLITICAL PARTIES AGREED.

Of the necessity for the construction of the Pacific railroads, all political parties are agreed; they have all, by county, state and national conventions, by Presidential messages and by action of Congress endorsed the doctrine of government aid in the construction of railroads to the Pacific through the Public Domain; but in the present disturbed condition of the industrial interests, and in view of the vastness of the blood-stained, sanctified public debt it is a question of doubtful expediency for either political party to assume the responsibility of adding an "additional straw on the camel's back" by increasing the national liabilities, no matter how great the apparent advantages to be attained. The advance of civilization, however, cannot be stayed, the necessities of the age must be met; hence, the wheels of Progress must be greased by *material aid*—the Pacific Railroads built—and the American Nation march on to fulfill its high born destiny. Duty requires that we make use of the means at our command—God points the way, and says walk ye in it.

THE SINKING FUND

As we have suggested it, will build the railroads to the Pacific—will give relief to the laboring millions, by creating a demand for the products of the farm, the work bench, the anvil and the loom—will give us the control of the commerce of Asia and the Islands of

the Pacific, and make us the umpires of the trade of the world—will develop the agricultural and especially the mineral resources of our country to an extent beyond the dreams of the most sanguine—will, in less than ten years, more than double the taxable wealth of the nation—and in due time, without oppressing Labor, PAY THE NATIONAL DEBT.

PACIFIC RAILROAD.

Eastern Division, or Smoky Hill Route

We have heretofore spoken in general terms of the Pacific Road projected on the New Mexico, or, as we should call it, the Southern route. It is Southern, for although beginning at Kansas City, a large part of it will be in Arizona and Southern California. We have given no particulars of what has been done, for we had no authentic report. We shall now state the progress of work actually done, and show what will be the future route and its advantages. We have before us the letter of the President, and the reports of the Engineer and Geologist. From these we get all the facts necessary to form a proper estimate of the state and prospects of this line of the Pacific Railroads. The part of the road now constructed is as follows, viz:

	Miles.
St. Louis to the State Line at Kansas City, Missouri Pacific Railroad.....	283
Kansas City to Fort Wallace, Union Pacific Railroad, Eastern Division.....	412
Total.....	695

It seems that the Pacific Railroad, Eastern Division has already constructed 412 miles—nearly as much as that of the Union Pacific. This line is directly on the line of the Kansas River and Smoky Hill Fork (which is the Kansas) and has a general direction due West. The grades of this road are small, and the country rapidly filling up with population. The business actually done in one year on an average of not more than 250 miles, amounted to \$1,600,000, or \$6,000 gross, per mile. Considering that this is entirely a new country, where population is not a tenth per mile of that of Ohio, we can easily see that when that country gets a population even half that of Ohio, its business must be immense. Let us now look at the prospects and advantages of its completion. Near the point of its present terminus (Fort Wallace) the Government aid ceases, without which the road can not be completed for many years. The Company are now applying for the same aid which has been given the Union Pacific. Let us see what is proposed to do. 1. The route selected by the Company is, in general terms, the same with that heretofore proposed by us, and based on the general facts and ideas

stated by Mr. AUBREY; passing from the valley of the Kansas to that of the Arkansas over a prairie plateau, it is found that the grade does not exceed 52 feet per mile and thus enabling the road to pass over what might be anticipated, geographically, as a difficult and expensive operation, both easily and cheaply. On the head of the Red Fork of the Arkansas it meets the Raton mountains, round the spurs of which it must be graded till it reaches the Canadian. This is one of the most expensive parts of the route. From the Canadian it passes to Las Vegas and South of Santa Fe till it reaches Albuquerque on the Rio Grande, a distance of 1,155 miles from St. Louis, of which we see 695 miles are already completed. There remains, then, but 460 miles to make a grand and immensely valuable road from the Mississippi to the Rio Grande. Scarcely anything we can conceive of in material works is more desirable, or would be more valuable than this. But before touching on the advantages of such a work, let us trace its route to the Pacific. The exact surveys terminate at the Rio Grande, but reconnoissances and examinations have been made on the whole route to San Francisco. Passing from the Rio Grande the route proceeds nearly due West, and nearly on the line of the 35th degree of latitude to the Colorado, at Fort Mohave, about three hundred miles above its mouth. We may here say, that the Colorado is now navigated with steamboats to Callville, on the Southern border of Nevada—five hundred miles. One of the problems connected with this subject is now solved—and solved in the most favorable way. Who can tell what an immense traffic may yet spring up between the road and this five hundred miles of steam navigation? From Mohave the road will still continue on the 35th parallel, West, to a point South of the Tulare Lake. Thus there will be about 800 miles of this great work running nearly on a due West line, on the 35th parallel, and presenting no great difficulties. From Kansas City to Tulare Lake will be about 1,750 miles, and from thence to San Francisco—less than 300 miles; so that, from the Mississippi at Kansas City by the Albuquerque route to San Francisco will, in all probability, not exceed the distance on the Union Pacific from Omaha. We thus arrive at the conclusion that the Smoky Hill and Albuquerque route to San Francisco is no longer, and in other respects, much better than either of the others. Let us now look a little at some of the advantages which may be expected from it.

2. If the route be no longer, then all the advantages of trade and intercourse with the Pacific, which are expected from any route may be expected from this. We need not say anything upon the general benefits of a Pacific road, for they have been stated fully

and often in the RECORD. But there are, undoubtedly, advantages on this route, which are not found on either of the others. 1. From the initial point at Kansas City, to Omaha the initial of the Union Pacific, there are more than two degrees—in other words the Smoky Hill route begins 120 miles South of the Union route. On the head waters of the Smoky Hill it begins to go nearly South, till at Albuquerque, on the Rio Grande, it is on latitude 35°—nearly four hundred miles South of Omaha—and the passage of the Rocky Mountains is made four hundred miles South of that of the Union Pacific Road. The consequence is, that the Albuquerque route has a comparatively mild climate—is nowhere obstructed by snow, and the work on, and the business of the road is carried on without any interruption or extra expense.

On this head Mr. PERRY says:

The climatic advantages of the proposed route are not the least that may be urged in its favor. As the line bears Southward on the Eastern side of the mountains its altitude gradually increases, and on its most Southern portion the elevated plateau of New Mexico and Arizona, the water shed of the continent, is crossed, thus giving us very nearly an isothermal line from the valley of the Arkansas to the Bay of San Francisco, alike free from the extremes of heat and cold. The more central latitudes through which it reaches the Arkansas are practically exempt from interruption by snow, the running of trains upon our road not having been suspended for twenty-four hours in all since it was opened. After its entrance into New Mexico the still milder climate than that of Kansas guarantees greater immunity from inclement winters than is enjoyed by the railroads of Pennsylvania and Ohio. This condition of climate will permit the road to be operated as regularly in winter as in summer; for in those lower latitudes the dreaded barrier of the Rocky Mountains presents no obstacle whatever to railway transportation. The whole country is interested in these considerations; as whatever contributes to facilitate the construction, and to insure the uninterrupted operation of the road when constructed, assures to the nation reliable communication between the Atlantic and Pacific slopes.

2. There is reason to believe that the mineral resources on the line of this road are even greater than those which lie on the Union Pacific route, especially in coal, which must be, in future, the great fuel resource of that country. So also of silver and copper, which are minerals abounding in New Mexico and Arizona. The following interesting statement is made by Mr. PERRY:

Crossing Raton mountain, and entering the territory of New Mexico, our geologists, in the single coal deposit near Maxwell's hacienda, fifty miles North-east of Fort Union, found veins of excellent bituminous coal, extending through a range of sixty miles, one of which, in Vermejo Canon, was ten feet in thickness, and was examined for an area of ten miles square. This coal, when analyzed by Messrs. Williams & Moss, analytical chemists of Philadelphia, yielded 53.90 per cent. of fixed carbon, and produced 437.6 pounds of illuminating gas per ton of 2,000 pounds, equivalent to 7,433.2 cubic feet. These ge-

tle men report this coal to compare very favorably with any coals regarded as the best for generating steam, and with the majority of those used in the manufacture of illuminating gas. Anthracite coal is found in the Placier mountain, near Santa Fe. Our engineers have reported extensive deposits of coal on the 35th parallel in Arizona, and also on the West side of the Rio Grande, near Albuquerque. So successful have our researches been for coal supplies, that our Chief Engineer characterizes the New Mexican coal fields as "the great national depot of fuel, not only for this Pacific Railway, but for the country contiguous to it, for at least as far East as Fort Harker in Kansas." And there can be no doubt that our discoveries of the past summer alone, have eliminated the fuel question from the obstacles and embarrassments of a railway across the continent, and rendered its ample supply of fuel no longer problematical.

In regard to silver and gold we continue our quotations:

The richness of the mines of Arizona, through the midst of which our route runs, has long been a matter of history. The silver mining of the adjoining districts of Old Mexico, and along a continuation of the same mountain range, has been successfully carried on for the last two hundred years. In Arizona itself the ruins of ancient mines show that the mineral wealth of the country was known and made use of by its aboriginal inhabitants. Modern tests of its ores, both of silver and gold, made upon an extensive and thorough scale, show them to be of great richness. There are also numerous and valuable mines of copper. The depredations of hostile Indians, together with the remote and inaccessible character of the country, have hitherto prevented the development of the mineral resources of Arizona, except to a very limited extent. The construction of this road will at once cause these mines to contribute largely to the wealth of the nation. Thus, instead of depleting the National Treasury, this road,—which will unquestionably be self-sustaining—will be one of the most powerful agents in replenishing its coffers.

Copper seems to abound in New Mexico and Arizona:

The vast mines of rich copper ore found in both New Mexico and Arizona would of themselves warrant the construction of such a road as we propose, and guarantee its success; but this is only one of many interests—a mere incident. With an adequate agricultural and pastoral population, together with the other mechanical and manufacturing industries usual in highly civilized communities, the extensive and profitable working of the gold, silver and other mines, so profusely scattered over all that region, would be rendered certain. Such a production of the precious metals, prosecuted steadily as a legitimate branch of industry, would most beneficially affect the national currency.

We have said enough to show the route, objects and resources of this road. In our opinion, it is the best route from the Mississippi to the Pacific, considered as a route; and the climatic and fuel advantages are decided. In saying this, we do not abate in the least our opinion, that for other considerations, the Northern route also ought to be made. Those other considerations are chiefly

commercial, and relate to an outlet of the great Lake Basin on the Pacific Ocean. That can only be made in the vicinity of Puget's Sound. Congress ought, in sound policy, to grant such aid to the Albuquerque route, as the road, when made, can repay, and that is all it really needs.

Weekly Arizonian.

NEW SERIES.—We have to-day received the first Number of this paper, Edited by SIDNEY R. DeLONG, and published at Tucson, the new capital of Arizona Territory. In making his bow the Editor says, "We this week, come out with 'the Weekly Arizonian,' which has been suspended since 1861, and we claim that our journal is now 'sanctified' having been born again." May it live forever! It is our own child—we bought the type and press on which the old series was printed, and from the appearance of the dress of the new series, we think it is still wearing the same garments. Our Brother, W. WRIGHTSON, was its Editor, and if ought could render sacred to us the soil of Arizona, it is his blood. He was assisted in its management by Col. E. E. CROSS one of the Martyrs of Gettysburg, and THOMPSON M. TURNER, whose bones are mouldering in New Mexico, another sacrifice for civilization. It is needless, BROTHER DeLONG, after what we have said, for us to say that we wish you "God-speed!" May you live to see the full fruit of your labors for the advancement of civilization and Christianized humanity; and the Territory you have chosen for your home among the brightest stars of the sisterhood of States that makes this great and glorious Republic the admiration and hope of the world.

IRON FOR THE UNION PACIFIC RAILROAD.—The Cambria Iron Company this week entered into contract with the Union Pacific Railroad Company for sixteen thousand tons of rails, sufficient to lay about one hundred and eighty miles of track. The Cambria Company, under previous contracts, has furnished considerable quantities of rails to the Union Pacific Railroad Company, and the large new contract, just allotted, shows that Cambria rails give satisfaction on the western plains and at the foot-hills of the Rocky Mountains. The Cambria Iron Company own the largest rolling mills in the United States; and the favor in which Cambria rails are held among railroad men, is a safe assurance that the establishment deserves the reputation it enjoys throughout the country.

The receipts of the Western Union Railroad Company for the week ending February 7:

	1868.	1867.	Inc.	Dec.
Freight	\$5,645 70	\$5,010 72	\$634 98	.....
Passengers	2,593 55	2,148 95	444 60	.....
Express and Tel.	600 00	320 00	280 00	.....
Mail	375 00	375 00	.....	.....
Totals	\$9,214 25	\$7,854 67	\$1,359 58	.....

Receipts from January 1, to February 7:

1868	\$55,629 68
1867	40,933 56
Increase	\$14,696 12

Atlantic & Great Western Railway.

PRESIDENT L'HOMMEDIEU'S RESPONSE TO THE
HON. THOMAS CAVE, M. P.

It will be remembered that the Hon. Mr. CAVE, M. P., made a sort of flying trip to this country last season, and during his short stay became, in a measure, *Americanized*; hence, upon his return he made a display of his intuitive talents of acquiring the American fashions, (upon the principle, we suppose, that "when you are in Rome, you must do as the Romans do") by making a stump speech; forgetting, however, that the custom ceases to be binding upon getting out of sight of "the city built upon seven hills." In Kentucky, where "stump speaking" has been reduced to a science, a vast amount of latitude is always allowed the orator for "spread-eagle" purposes, and if Mr. CAVE's oration had been delivered on the "dark and bloody ground," but little would have been thought of it, either on account of *style* or *statement*. A Kentuckian never minds a *huge* statement by a stump orator, provided he does not *prove* it.

This would have been the true course for the old officers of the Atlantic & Great Western Railway, did not the social and political position of Mr. CAVE and the *peculiar locality* selected for trying the new learned powers of "modest maiden speech," give a species of credence to his vague harangue and wholesale charges of corruption and thievery. For these reasons only, we presume, has the venerable and able late President of the road seen fit to give the English Public a rejoinder. We doubt not after reading the statement of Mr. L'HOMMEDIEU, that they will come to the same conclusion that the fox did after making a fuss about the stink, viz.: that the *loud smell* "came from his own hole." Or, in other words, that the forty or fifty millions of surplus debt of the road was not created by waste or mismanagement under the Direction in America, for it never came here, but is the result of *jobbing operations* on the other side of the "herring pond."

Observations on the Report of the London Committee of Investigation by the President of the Atlantic & Great Western Railway Company.

[From the London Cosmopolite, January 18.]

To the Directors of the Atlantic & Great Western Railway:

GENTLEMEN: I feel it to be my duty to lay before you a statement made to the bondholders and creditors of the Atlantic and Great Western Railway Company by Thomas Cave, Esq., M. P., at a general meeting held at the City Terminus Hotel, London, October 22, 1867.

This statement is full of such exaggerations and misstatements, not to use harsher terms, as in a great measure to carry with it

its own refutation. Your attention, however, is called to the following: "The last hundred and odd miles of your railway, West, need never to have been made at all. There is another railway running alongside of yours with scarcely any traffic, which would have been glad to have taken your traffic, or to have sold their railway to you. I am only sorry some one had not have been there before, and seen the folly we were about to commit; then we should have saved about *one quarter* of our entire expenditure."

The road here referred to extends from Dayton to Sandusky city, on Lake Erie, a distance of 154 miles, and was known as the Sandusky, Dayton and Cincinnati Railroad. Its general direction is from North to South, that of the Atlantic and Great Western Railway from East to West. The Atlantic and Great Western Railway first reaches and crosses the Sandusky, Dayton and Cincinnati Road at Urbana, Ohio, distant from Dayton, the terminus of its road, 34 miles. From this point to Dayton it is a parallel road, and of a different gauge from that of the Atlantic and Great Western Railway. Efforts were made to get control of this 34 miles, but without success; and no business arrangement for laying a third rail could be effected. That road at the time was in the hands of the Court, and nothing less than the whole could by any possibility be obtained; and to purchase or lease 154 miles, running in quite another direction, with branches in addition, in order to save the building of 34 miles, was not then, nor would be now, considered either sensible or profitable.

Mr. Cave says: "I found we had made our head offices on a piece of swampy ground at Meadville." This will surprise the residents for the past fifty years of Meadville, who have planted and cultivated the same land with corn and other crops for most of that period.

Mr. Cave, in his report or speech, charges that favoritism was shown to certain owners of coal mines, who furnished coal for the use of the Company, and gives Mr. L. D. Rucker, now General Superintendent of the Atlantic and Great Western Railway, as his authority.

The following letter on the subject explains itself:

"NEW YORK, November 29, 1867.

"L. D. Rucker, Esq., General Superintendent of the Atlantic and Great Western Railway:

"DEAR SIR: In Mr. Cave, M. P.'s report or speech to the Bond and Shareholders of the Atlantic and Great Western Railway Company, at a meeting held in London, October 22d, last, occurs the following passage: "One word more on the subject of Mr. Rucker; when this coal reform was inaugurated, of getting supplied at \$2 75, two gentlemen—I beg pardon—two persons, who are Directors of our railway to-day, went to the ex-Governor of a State and said Rucker has taken away the coal business from our mines, it has got to close in consequence, and our Silver Creek line is no longer of any use to us." They afterwards had an interview with Mr. Rucker and threatened if he did not leave off taking coal at \$2 75 they would have his head off.

"Assuming this to be true, in the absence of any testimony to the contrary, I, as President of the Company, representing the Corporation, ask you to give me the names of the two directors, as well as to state the facts of the case, that I may bring the subject before the Board for their proper action in the

premises. An early answer is desired, which please send to Cincinnati.

Respectfully yours,

"S. S. L'HOMMEDIEU,
President Atlantic and Great Western Railway Company."

Subsequent to the writing and delivery of this letter, the President of the Railway Company met with Mr. Rucker, who, after expressing his repugnance to being brought into controversy, denied emphatically that he had made any such statement to Mr. Cave, and declared that no director had ever approached him in the manner stated—that he had no recollection of ever having conversed with Mr. Cave on the subject of coal supplies for the road. He further stated that he had given no information on any subject warranting such statements as he had made to the bondholders at their meeting in London, held October 22.

We have also a letter "from the ex-Governor of a State," alluded to, denying that such conversation as that mentioned by Mr. Cave, M. P., was ever held with him.

After the opening of the Atlantic & Great Western Railway, it was found difficult to procure coal for the use of the company on the Western portion of their line, and it was hauled a long distance in wagons. A Committee of the Board was appointed to examine and report on the nearest coal bank to the railway. The committee reported that mines had been opened by an incorporated company called the Silver Creek Mining and Railway Company, who were in possession of large coal fields about five miles from the main line, and recommended the construction of a railway to these mines, with a view to a supply of coal for its use, and to increase the traffic on the main line.

The railway was accordingly constructed and opened for business in the spring of 1865, and the Silver Creek Company commenced furnishing coal to the railway immediately thereafter, under a contract that the price should be as low as it could be had elsewhere.

By a careful computation we find the average price paid per ton for the whole period, by the Atlantic and Great Western Railway Company, to be as follows: For 1865, \$4 47; for 1866, \$3 67; for 1867, \$3 25; the general average being \$3 87. During the years 1865 and 1866 the average price paid Messrs. Andrews & Hitchcock, and the Burnett Coal Company, was above that allowed the Silver Creek Mining Company. Messrs. Andrews & Hitchcock were paid \$3 50 per ton for what they furnished in 1867; \$3 25 only was paid the Silver Creek Mining Company for the period.

The price of coal obtained from the Orangeville mines was above these figures. We mention these facts to show that Messrs. Andrews & Hitchcock, who are the parties that now furnish the coal under the \$2 75 contract, received more for their coal up to the period of the contract than had been paid to the Silver Creek Mining Company. Their contract at \$2 75 was made after the great decline, East and West, in the price of coal. Since this period the Silver Creek Mining Company have fulfilled their orders at \$2 50.

During the years 1865, 1866 and a part of 1867, when high prices were paid for coal, the Cleveland and Pittsburgh Railway Companies, with collieries along their line, paid more for their coal than was charged to the Atlantic and Great Western Railway Company, being an average of 5.01 dollars per ton. The Lake Shore Railway also paid during the

same period an average of 5.36 dollars per ton, and for an inferior article. The facts show clearly that no favoritism was shown to the Silver Creek Mining Company by the managers of the Atlantic and Great Western Railway Company; but on the contrary, that they obtained their coal at lower prices than paid by other railways in Ohio.

The average price of coal at Cleveland during the period named, as well as at other places on the Atlantic and Great Western Railway was \$6.84 per ton.

Mr. Cave says: "In one case I actually found rolling stock on another line with our name painted over so thinly that you could still read it." There is but one broad gauge or 6 foot track in America on which the Atlantic and Great Western cars can be used. This line is made up of the Erie, Atlantic and Great Western, Cincinnati, Hamilton and Dayton, and Ohio and Mississippi railroads. When Mr. Cave, M. P., made his accusation of theft against the Erie, Cincinnati, Hamilton and Dayton, and Ohio and Mississippi Railroads, he should have been more specific, he should have named the guilty party. The truth is that he must have been conscious that he was talking at random, or he would have had the manliness to have named the road.

Mr. Cave makes some serious charges against Marvin Kent, Esq., the first President and originator of the Atlantic and Great Western Railway, all of which we know to be untrue. When Mr. Kent took hold of the Atlantic and Great Western Railway project in the year 1852, he was a gentleman of enterprise and wealth, all of which wealth he jeopardized by becoming indorser on the paper of the Company. He resided in Franklin, Portage county, Ohio, situate about midway on the Atlantic and Great Western Railway. On account of the location of Franklin, and the abundance of good material for substantial stone shops, the Engineer in Chief, with the approval of the Board, selected Franklin as the best location for the principal shops of the Company. Mr. Kent donated to the Company all lands required, as well as the stone.

It was necessary to change the name of the station to avoid confusion, there being another Franklin on the railway, and many other towns in the State of the same name. It was called Kent, out of compliment to him as the originator of the project of the railway.

Mr. Cave says: "The Iron rolling Company that were re-rolling their iron (I believe what I am about to state is true, but it is open to correction) were dividing dividends at the rate of 5 per cent. per month. I need not tell you that they do not roll our iron to day." [Laughter, and "Hear, hear,"]

We have no means of knowing what profit the Cleveland Rolling Mill made on re-rolling iron. We do know, however, that they did good work, and on as reasonable terms as made in other cities of the West. And we know also from the Receiver of the Atlantic and Great Western Railway that he still gives them a portion of his iron to re-roll.

Mr. Cave says: "In America there is a system of allowing you to pay money for your tickets after you get in the cars and after the journey has commenced. It is paid to the same man who afterward comes to collect your tickets. [Laughter.]" This is followed by quite a story about a conductor having disclosed to his wife that another conductor desired him to rob the company. Whereupon, Mr. Cave, who thought the matter so curious, "had her at Meadville, and after a good deal

of trouble, the facts came out. B. was sent for and confronted with her, and he could not deny it. There have been attempts to make it too hot for M, but I told him to hold on until he heard from me; for we could not afford to lose such a man as that. Putting a stop to such a gross system as that on our line, would save us at least \$400,000 a year."

We are satisfied that Mr. Cave has drawn entirely upon his imagination for the statements here made. The present General Superintendent, L. D. Rucker, informs me that nothing of the kind took place on the railway or at Meadville during Mr. Cave's visits to this country, or at any other time to his knowledge.

I have given you a few specimens only of this Mr. Cave's statements to the bond and shareholders. His whole report to the meeting of the 22d of October is a tissue of misrepresentations, exaggerations, and falsehoods, for which, if he again visits this country, he will have to answer in our courts of law.

Much is said by Mr. Cave in reference to the character of the railway, and reflecting upon Thomas W. Kennard, the Engineer in Chief of the Company. As Mr. Kennard is quite competent for his own defense he is left to answer for himself. One thing, however, may be said, that he has built a road of great importance in a shorter time and with as little money as the average roads of our country, and at a time when the cost of labor and material was double what it usually is.

No small amount of praise is bestowed on the new management. In this we readily concur. The appointment of General R. B. Potter as Receiver met the hearty concurrence of every member of the Board of Directors. Had they been disposed to have held on to the railway they could have done so for years longer; but they were quite willing and desirous that the railway should be placed in the hands of court and receiver, who could and would use gross earnings, after paying operating expenses, towards the necessary improvements of the track and machinery. This is now being done in a manner quite creditable to the present managers, who, we feel assured, are too honorable to wish to be lauded at the expense of those they esteem their equals in capacity and honesty.

From Mr. Cave's report to the meeting of the 22d of October, the bondholders are led to believe that the majority of those engaged on the railway, whether in general offices, or the trains, or elsewhere, at the time General Potter took possession, were either thieves or leeches. Strange to say they have nearly all been retained; and the desire of General Potter was, that not only J. J. Shyrock, Esq.,—who had so long filled the position of the Vice President, and who had the immediate responsibility of the details of the Company's business—should remain as Assistant Receiver, but that Daniel M'Laren, the then General Superintendent, should continue in the service of the Company. And yet these are the men, together with the Board of Directors, whom Mr. Cave villifies, and modestly suggests (as we are privately informed) that he be appointed to come to Meadville, with an allowance of £5,000 per annum, to teach morals, we suppose, for he certainly cannot claim to be competent to manage such a railway as the Atlantic and Great Western.

A few days before Mr. Cave left Meadville for London, the President had a short interview with him, in which Mr. Cave stated he

had no fault to find with the recent management, except for one thing, and that was that they did not stop sending the earnings of the railway to London a year sooner, and apply the whole to putting the track in good condition. This, he said, he should feel bound to report. I, as President, fully coincided with this view taken by Mr. Cave. Yet we find no statement of this kind in his report, but on the contrary, the most grave charges against the integrity of management of all connected with the railway. The same, if not more, in reference to his then view of the fairness with which business had been conducted, was expressed by Mr. Cave to Judge Church, a director of, and counsel to the Company, just before he left New York for England. Why he changed his views and tactics after leaving this country, he best knows.

Respectfully submitted,

S. S. L'HOMMEDIEU,

President of the Atlantic and Great Western Railway Company.
Cincinnati, O., December 10, 1867.

Newport and Cincinnati Bridge Company.

The following are the corporators of the Newport and Cincinnati Bridge Company, recently chartered by the Kentucky Legislature for the purpose of building a pier bridge across the Ohio River, from some convenient point in Newport to Cincinnati: Daniel Wolf, Thomas G. Gaylord, Albert S. Berry, George K. Fearons, M. J. King, R. R. Springer, Alfred Gaither, W. H. Clement, E. W. Woodward, and Charles Kilgour. The capital stock of the company is fixed at \$600,000, but may be increased to \$1,200,000. It is provided in the charter that stock in the company may be subscribed by individuals or by municipal or other corporations created by the laws of Kentucky or any other State; and power is given to the corporations of Kentucky to subscribe said stock, and to issue bonds for the payment of their subscriptions, and to municipal corporations to levy taxes to pay their subscriptions. We understand that it is the intention of the corporators to take immediate steps to organize the company. The estimated cost of the bridge is \$1,000,000.—*Cincinnati Commercial*.

This is one step in the right direction, provided it is not allowed to die still-born. The time has come for Cincinnati to open facilities for the transaction of business by the creation of avenues for trade. This bridge will connect all the interests north of the Ohio River, through the Cincinnati and Louisville, and the Kentucky Central, which must ultimately be extended to Knoxville, with the entire system of Southern railroads. It is one of the improvements that we pointed out last fall as necessary for the city to construct, in connection with a "through route," by means of a tunnel under the high plateau of the city, enabling all the railroads from the North, the South, the East, and the West, to unite at one general depot.

We understand that the bridge is to be a pier bridge with a draw in it. We regard this as an oversight, as it will create opposition on the part of steamboatmen. The tendency of the age is to do river business in barges, with tow-boats, as the great bulk of passenger

traffic is now done on railroads, hence a larger amount of "sea room" is required than was formerly necessary. This only can be obtained by the suspension plan of spanning rivers, which has been fully demonstrated as admirably adapted to the purpose. We want the bridge, no matter how constructed; but it is better to have it right than wrong, for we regard it as the great connecting link between the Northern and Southern system of railroads, and that it will necessarily awaken new interest in the completion of the tunnel entrance to the city, and the various enterprises that are in a measure dependent upon it, and induce the adoption of our plan for the grand through connection as above suggested by tunnel under Sixth Street. When these improvements are made, and all the necessary facilities accorded the roads for doing business, so that it can be done *through Cincinnati as cheap as to go around the city*, then will Cincinnati assume her natural position on the line of travel, and no longer be, as contemptuously named by a high official of the Pennsylvania Railroad, a "switch station." She would then be prepared to absorb her share of the great traffic that must pass either through her gates or by her door that will be created by the construction of the Pacific Railroads. Should this trade, or a good portion of it, pass over the roads leading to and from Cincinnati, they would be very materially strengthened and enabled, by their increased incomes, to do their local business at lower rates, and thus discriminate in favor of the city; whereas, if the traffic should be carried around us, their tariff would necessarily have to be higher, and business be driven to other more favored points.

The Apache Indian.

What is our duty toward him. In all the relations of life of individuals and communities, it plainly is the duty of all to so govern themselves as to produce the greatest amount of positive good to the greatest number. Civilized nations and systems have laws for the protection of the weak and restraining of the bold and the bad, and when one of these viciously inclined persons has violated the majesty of law, thereby infringing upon the rights of all, punishment is meted out to him; not in revenge for his crime, but as a warning to evil-doers in the future, and if his crime be of such a nature that it has been adjudged, that those who are so depraved as to commit such violations of the fundamental principle of justice, are unfit to associate with society, that by their violation of law they are of more injury than benefit to the community, then they are removed from it for the public good, either by death, if the offense has been sufficient, or by imprisonment.

Society is not obliged to put in peril its very existence, that some evil disposed individual may have the right of violating its laws, be he civilized or savage; and this brings us to consider the case of the Apache Indian of this Territory, who has subsisted from laboring communities from the time he has first been known to history. He is the pariah among

Indians themselves, and has no friendships outside his own tribe. Between him and the surrounding tribes there is no peace; eternal war, and war to the knife, no prisoners spared on either side except women and young children that are sometimes kept at the whim or caprice of the captor and made slaves of.

In the fullness of time, it has become necessary that the civilization of the age should extend over this Territory, and the pioneers have been for some years preparing for those that are pressing on this way from the great human hives of the east.

A few hundred, miserable, driveling savages oppose this progressive movement, refusing to join in the march of progress, but persisting in their plundering others of the fruits of their labors and committing all sorts of barbarities and excesses. Now comes up the question, what is our duty to them as well as ourselves? To our mind the answer is very short. If they will not join in with the order of things and set their house in order for the new era, but persist in their evil courses, they must be removed from our path at whatever cost; and if this thing has to be done, how shall it be accomplished most effectually and surely.

We are not now arguing for the Indian, but for humanity and civilization, upon which he has but slight claim; but it has become necessary to make some disposition of him as he has violated every known law for ages, and is still doing it and likely to continue to do it. We see no course left open but for the white race to organize against him a war of extermination, as would be done against pirates carrying the black flag. Whenever he shall become sufficiently subdued to become humble and submit to earn "his bread by the sweat of his brow," and not prey upon the labor of others for subsistence, then he can live in peace, but not till then.

We are opposed to all Indian Reservations; they are but a delusion. There are no Indians ever civilized there. In fact as they have proved in this Territory, they are but a city of refuge like that among the ancient Jews, to which the aged, the woman and children are sent while the young men are out on plundering and murdering expeditions, seldom repairing to the Reservation unless they have been unsuccessful, or are followed by some armed party, when they take refuge on the Reserve and claim the protection of the military post commander in the vicinity.

In his present condition, the Apache is a curse to the world; that is, humanity would suffer no loss if he did not reside upon this planet; and as he did not make the country, as it was evidently here before he came, the world owes him nothing, and will not suffer him to depredate upon her rights.

He is a savage, low down in the scale at that, and knows and respects no law or command that is not accompanied by brute force; therefore, all appeals to his better reason, to his sense of justice, fall on dull ears; for the truth is, and it might as well be acknowledged by those who defend the "poor Indian," there is no such thing with him as the rights of others.

It might possibly be our duty to attempt to lead these benighted savages up to the light of civilization, but, as each generation, as they pass along the track of time, have enough to do to attend to their own affairs, without being encumbered by those who, through ignorance or perversity have obstinately refused to advance, we see no other way but to remove the Apache, and would recommend that it be

done in such a manner as to require no second effort.

Humanitarians who are prating about the special wrongs of the poor savages, will hold up their hands in horror at our conclusions; but we do not take their view of the matter. We consider that the great world of human kind has an interest in the question far outweighing a few miserable savages, and we trust the day is not far distant, when the Apache shall be only known as a thing of the past, and that whoever wishes to learn of him and his habits, must search some lumber loft of history to find him, and with the railroad through our Territory, we have no doubt but that the "Star of Empire," as it moves westward, will drive the Indian from any country upon which it may shine.

So, farewell forever to the Apache, his scroll of history is rolling up. May his slumbers be never broken.—*Weekly Arizonian*.

That the Apache has fulfilled his destiny is undoubtedly true, viz:—to prevent the too rapid increase of other species of the brute creation. The time is fast approaching for him to pass away to the hunting grounds of his ancestors. The Locomotive—the great civilizer of the world—is approaching his haunts, when he will disappear like the morning's mist on the mountain side before the rising sun.

In reference to Reservations, there are many tribes to whom the remarks of the *Arizonian* are inapplicable; but to the Apache, the only Reservation on which they can or should be put is "Hell's half acre," and that will readily hold them all.

BALTIMORE AND EUROPEAN STEAMSHIP LINES.—With the opening of the spring Baltimore will be in possession of two-steamship lines to Europe, one of them being the only American line now maintained across the Atlantic. In addition to the Baltimore and Liverpool steamship line, comprising three steamers, one of which will sail hence on the 26th instant, the new and important line, some months ago projected, between Baltimore and Bremen, running via Southampton, will go into operation in March. It will comprise two new screw steamers of the North German Lloyd, the Baltimore and Berlin, of 2,500 tons each, the first to sail from Bremen on the first of March, and returning, from Baltimore on the first of April. Both of these steamship lines run in connection with the Baltimore & Ohio railroad, the Liverpool line as is known, being an enterprise solely of that company's creation, while the Bremen line is largely owing also to the engagements entered into by this railroad company with the substantial and experienced company of the North German Lloyd, whose lines to other distant ports have always proved an invaluable adjunct to their commerce.

There had been a brief suspension of the trips of the Baltimore and Liverpool line during the winter season, but the regular days of departure are now announced from both sides for several months in succession, when the general business, both freight and passenger—the latter especially with reference to the tide of European emigration to this country—will naturally revive. The same opportune moment being selected for the inauguration of the Bremen line. Baltimore must at once

experience the advantages of such an augmentation of the active agencies of her foreign commerce. Apart from the value and extent of the trade growing out of the exchange of home and foreign products through our port, employing in both directions our great railroad lines to the interior, nothing could be more desirable at this time than the opportunity that is afforded for gradually gaining the desired accession to our industrial population from among the thousands of immigrants which these steamers will bring. Last year the number of foreign immigrants arriving at this port was 10,753, the great bulk of whom, 9,225, came by sailing vessels. These were, as has generally been the case with immigrants arriving here, mostly Germans, and it is to be presumed that hereafter the emigrant movement from that quarter will avail itself of the greater facility of the steamers. Of the large number brought out however, last year, only 2,263, it appears, settled in this State, and this acquisition, it is stated, was mainly through the efforts of the Maryland commissioner of immigration. The destination of the emigrants is generally fixed before taking passage from the European port, and as through the various influences and interests actively promoted on the other side, their attention is early secured to the Western States and Territories.—*Balt. Sun.*

The business of the Illinois Central Railroad Company for January is reported as follows:

LAND DEPARTMENT.

Acres construction lands sold.....	13,163 55	\$135,896 01
Acres interest fund lands sold.....	426 78	6,121 98
Acres free lands sold	4,401 79	56,337 83
Total Sales during January, 1868.....	17,992 12	\$198,355 77
To which add town lot sales.....		415 00
Total of all.....	17,992 12	\$198,770 77
Cash collected in Jan.		\$25,635 05

TRAFFIC DEPARTMENT.

Receipts from freight.....	\$323,019 00
From passengers.....	116,478 04
From mails.....	6,358 33
From rent of road.....	4,000 00
From other sources.....	70,000 00
Total re'pts in month of Jan, 1868	\$512,855 37
" " " " " 1867	\$660,438 29
Estimated earnings in the months of January, on the D. & S. C. R. R., not included above.....	\$52,509 01

OPENING OF THE PEMBERTON AND HIGHTSTOWN RAILROAD.—The formal opening of the Pemberton and Hightstown Railroad of New Jersey took place yesterday. Both Houses of the Legislature, officers of other railroad companies, and a number of ladies participated in the ceremonies. This road, with its connections, will constitute a new through route between Philadelphia and New York. Commencing at Camden, it passes through Moorestown, Hainesport, Mt. Holly, Pemberton, New Egypt, and other thriving towns and villages, to Hightstown, where it connects with the Camden and Amboy road. The sec-

tion of country through which this new road passes is among the most fertile in New Jersey, and has long needed railroad facilities by which its products could be forwarded to the great markets, without the necessity of the transportation of miles over common country roads. A road to accommodate this section has been asked for for many years; indeed, it was the original understanding that the Camden and Amboy road should be built on nearly the same route with the Pemberton and Hightstown, with a branch to Bordentown, but the advantages presented by the route adopted were too great to permit the selection of any other in that day of the infancy of railroad enterprise, and for many years the most fertile sections of Burlington, Ocean and Monmouth Counties were almost as destitute of the means of transporting their products to market as they were before any railroads were built. The conversion of the country roads into good turnpikes mitigated the evil, and the construction of branches of the Camden and Amboy to Mount Holly and Pemberton, and to Freehold served to accommodate in some measure, these districts, but very imperfectly.—*N. Y. Tribune, Feb. 7.*

COLUMBUS, CHICAGO, AND CENTRAL INDIANA RAILWAY.—The articles of consolidation of the Columbus and Indianapolis Central Railway and the Chicago and Great Eastern Railway were yesterday filed in the office of the Secretary of State. The consolidated company is hereafter to be known as the Columbus, Chicago, and Central Indiana Railway Company, and its supervisory board is to consist of fifteen directors, seven of whom shall be from New York, one from Pennsylvania, four from Ohio, two from Indiana, and one from Illinois. The annual meeting of these directors is to be held at Columbus, Ohio, on the 17th day of January, in each year. The capital stock of the road is \$15,000,000, divided into 150,000 one hundred dollar shares, and one vote is to accrue for every fifty dollars of stock. In the consolidation the shares of each road go in at par, but the stockholders of the Central Road have issued to them \$2,000,000 worth of the consolidated stock, which is distributed among them pro rata. The line of road to be operated extends from Columbus, Ohio, to Chicago, Illinois, via Richmond, Indiana. The articles are signed on behalf of the Columbus and Indianapolis Central Road by B. E. Smith, President, and the Board of Directors, and for the Chicago and Great Eastern road by W. D. Judson, President, and the Board of Directors. Officers of the new consolidation were elected last week.—*Indianapolis Journal.*

ROCK ISLAND RAILWAY BRIDGE.—A delegation representing the Rock Island Railroad has been in Washington for a number of days in consultation with the Government authorities, with the purpose of arranging the points of difference between these two parties. The final basis of a settlement agreed upon was the joint resolution submitted to the Military Committee by General Grant, explaining the acts relating to the armory and arsenal at Rock Island, already published, with an additional resolution that at the end of a specified time after the completion of the new bridge, the railroad company shall connect their track with it and take down the old bridge, or in case of failure, the Secretary of War to remove it at the company's expense.

MONETARY AND COMMERCIAL.

The demand for money during the week past has been better, but with a good supply of currency the market has been easy for good paper. The discount houses have taken the offerings of customers at 8@10 per cent.; while the outside transactions for good paper are done at 12@15 per cent.

In the general business of the city the prevailing rule is but little doing, and although there is no expectation of any extraordinary trade, yet merchants are hopeful and expect to do a healthy business.

The supply of exchange is in excess of the demand, resulting in a heavy market at the quotations:

	Buying.	Selling.
New York.....	1-10 dis.	par.
Philadelphia.....	1-10 dis.	par.
Boston.....	1-10 dis.	par.
Gold.....	140 ³ / ₄ @141	141 ¹ / ₂
Silver.....	128@131	129@132

The New York gold market has been firm, and prices have had an upward tendency. The following are the daily fluctuations in prices:

	Opening.	Highest.	Lowest.	Closing.
Feb. 6.....	141 ¹ / ₂	142 ¹ / ₂	141 ¹ / ₂	142
" 7.....	141 ¹ / ₂	142 ¹ / ₂	141 ¹ / ₂	142
" 8.....	142 ¹ / ₂	143 ¹ / ₂	142 ¹ / ₂	142
" 10.....	142 ¹ / ₂	143 ¹ / ₂	142 ¹ / ₂	143 ¹ / ₂
" 11.....	142 ¹ / ₂	143 ¹ / ₂	142 ¹ / ₂	143 ¹ / ₂
" 12.....	141 ¹ / ₂	141 ¹ / ₂	141 ¹ / ₂	141 ¹ / ₂

Of the New York market the *Tribune* of Tuesday says:

Money is 4@5 per cent. on call, and at these rates the supply is excessive. The city banks are unable to use their deposits except at low rates, and are disposed to discount liberally for every dealer who has reasonably good paper to offer.

Government bonds were all strong and in good demand. There is a good inquiry by parties unable to use their money on call, and who select Government stocks as their readiest mode of making fair interest with convertibility of the principal loss. Railway mortgages continue in demand at full prices, with small offerings. Bank stocks are all firm. Express stocks are all higher and offered sparingly. It is stated, unofficially, that instead of driving the expresses from leading roads new contracts have been made with them of a very favorable character to the express companies. Railway shares opened strong, and were freely taken by good buyers. Erie, which has depressed the market so long, sold up to 75¹/₂, and Michigan Southern at 93. Cleveland and Pittsburg was not offered under 97¹/₂. North-Western stocks were strong and in good demand. A large amount of "puts" at 60 expired to-day at Lockwood & Co.'s. Their client authorized the house not only to receive this stock during the business hours, but to take all offered from any quarter at the price. Rock Island sold at 97@98¹/₂, closing at 98¹/₂. Marietta and Cincinnati 1st Preferred rose 1¹/₂, and Chicago and Alton 1 per cent. After the call prices were lower, but few stocks were offered, and the market soon rallied, many of the stocks selling at the full morning rates. At the Second Board the market was active at higher rates, and everything offered found ready buyers. At the close the market was a fraction lower, but closed strong at quotations.

The Bank Statement shows a reduction in

the surplus of reserve this week, an expansion in loans less than the increase in the deposits. The legal tender of the banks alone is nearly three millions in excess of the lawful reserve. The bank movement points very clearly in the direction of still lower rates for money, not only on call, but upon commercial paper. Pending the result of the Presidential campaign, no long engagements for money will be made, causing an accumulation of money on call, which will reduce the rates of interest, and stimulate speculations in fancy shares as rampant as those which marked "the Morse period."

A rumor was current this morning that the American Exchange Bank had been robbed of a large sum of money by one of its officers, who had fled. The foundation of this sensation was the fact that the assistant cashier had been dismissed for violating an agreement to have nothing to do with stock speculations. The course of the bank, one of the strongest and best managed in the city, in regard to its delinquent servant, is worthy of imitation, and deserving of praise.

PASSENGERS

Purchasing Tickets via

Baltimore & Ohio R.R.

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BALTIMORE,

PHILADELPHIA,

NEW YORK, and

BOSTON,

HAVE THE PRIVILEGE OF GOING TO

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Fare to Washington City same as to Baltimore.

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} Dec. '87.

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167 Walnut Street, Cincinnati, Ohio.

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COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2½ inches in width, and under. For Tickets over 2½ inches in width.

SIZE NO. OF FORMS.	PRICES.	SIZE NO. OF FORMS.	PRICES.
1 64	\$37	11 64	\$38
2 96	40	12 96	42
3 144	46	13 144	48
4 192	54	14 192	57
5 256	62	15 252	65
6 320	70	16 320	75
7 400	80	17 400	85
8 500	90	18 480	95
9 600	100	19 600	110
10 720	115	20 700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

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HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing

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COUPON AND LOCAL TICKETS,

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J. H. WELLES, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., India: at
Aug 2, 1866.]

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THROUGH —FROM— CINCINNATI TO NEW YORK

WITHOUT CHANGE OF
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Atlantic & Great Western R'y.



PASSENGERS leaving CINCINNATI by the A. & G.W.
Railway, on Saturday Morning, by the 6:00 a.m. Lightening
Express, go

THROUGH TO NEW YORK

Without Detention arriving in New York 3:15 p.m. next
day, Sunday.

2 Through Lightening Express Trains for New York,
Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.

Leave Cincinnati.....	6.00 a.m.....	7.00 p.m
" Dayton.....	8.20 ".....	9.15 "
Arrive West Salem.....	1.40 p.m.....	4.03 a.m
" Leavittsburg.....	4.40 ".....	7.30 "
" Meadville.....	7.05 ".....	10.15 "
" Susquehanna.....	7.30 a.m.....	10.38 p.m
" Paterson.....	2.33 p.m.....	6.17 a.m
" New York.....	3.15 ".....	7.00 "
" Boston.....	6.00 a.m.....	5.00 p.m

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

GIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the
Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scripti n, unequaled by any Rail ay on this continent.

SLEEPING COACHES

Provided for all Night Trains, and Smoking Cars for all
Trains.

Ample time is allowed, at all hours,
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No effort will be spared by the Company to render a trip
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Apply in Cincinnati at New Depot of Cincinnati, Hamilton
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posite Post Office. Also at any of the principal Railroad
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W. B. SHATTUCK, Gen'l Ticket Agt. L. D. RUCKER, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:40 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers from New York by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12:15 p.m.

9:00 a. m.—MORNING EXPRESS for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 4:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at
1:11 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:41 a. m.; Allentown at 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 0:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

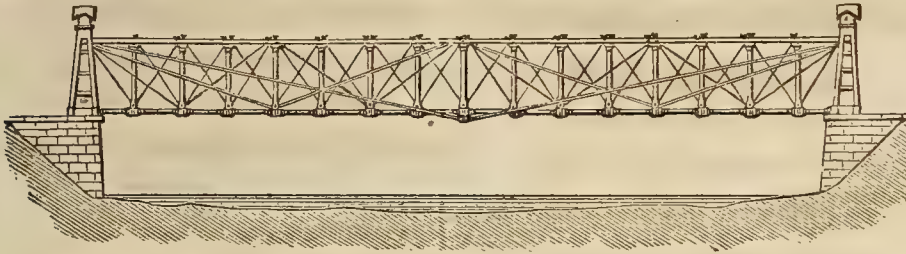
Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.
F. B. LORE, General Ticket Agent.



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

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FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

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M. W. BALDWIN & CO.

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Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and draft and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and finish of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order, Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Conner, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

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THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points with the greatest promptitude and dispatch.

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myll Pittsburg, Pa.

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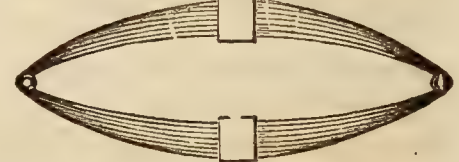
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RAILWAY SPRINGS.

FREIGHT



PASSENGER



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ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

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Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre

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Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

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Railroad Cars

and

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ORDERS executed promptly to any extent for the celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
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L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

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JANUARY 5th, 1868.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

	Morn. Ex.	Eve Exp.	Seymr Acc.
Leave CINCINNATI,	7 40 a.m.	10 10 p.m.	4 00 p.m.
Arrive SEYMOUR,	12 00 m.	2 00 a.m.	8 10 "
Leave "	12 20 p.m.	2 10 "	
Arrive VINCENNES,	5 15 "	6 35 "	
Leave "	5 20 "	6 40 "	
Arrive ODIN,	9 35 "	10 30 "	
Leave "	9 45 "	10 40 "	6 30 a.m.
" SANDOVAL,	9 55 "	10 50 "	6 40 "
Arrive ST. LOUIS,	1 00 a.m.	1 30 p.m.	9 40 "
Trains Arr. at Cin'ti,	6 10 a.m.	11 30 p.m.	12 00 m.

For tickets, or information apply at Offices, 132 Vine Street; Corner Front and Broadway; and at Depot, Foot of Mill Street.

C. E. FOLLET Gen. Passenger Agent.
J. W. CONLOGUE,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE.



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SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis Terre Haute, Lafayette and Chicago advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 3:40 A. M. Terre Haute and Alton train leaves Indianapolis at 7:36 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

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BRIDGES,

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CORRUGATED IRON ROOFS

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FREEDOM IRON COMPANY,

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And all Forgings for Railroad Machinery.

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COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

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Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

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HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. Express

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave at 11.00 P. M. for Philadelphia at 8.25 P. M. Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, FEBRUARY 20, 1868.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
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" " column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" " page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
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WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Morning Express	7:00 P. M.	6:10 A. M.
Night Express.....	6:00 A. M.	6:00 P. M.

LITTLE MIAMI.

Lightning Express.....	7:40 A. M.	4:35 P. M.
Express Mail.....	8:30 A. M.	
Columbus Accommodation.....	3:50 P. M.	10:20 A. M.
Morrow Accommodation.....	5:30 P. M.	8:00 A. M.
Lightning Express.....	8:00 P. M.	10:35 P. M.
Night Express.....		6:15 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:40 A. M.	7:25 P. M.
Express Mail.....	9:30 A. M.	5:25 A. M.
New York Express.....	8:00 P. M.	8:35 A. M.

MARIETTA AND CINCINNATI.

Depot on Pear. street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express and Hillsboro Mail.....	7:30 A. M.	5:00 P. M.
Baltimore and Washington City		

Night Express.....	12:35 A. M.	5:50 A. M.
Marietta and Parkersburg Mail.....	7:30 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	7:30 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	3:55 P. M.	10:00 A. M.
Loveland Accommodation.....	5:40 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	6:00 A. M.	10:10 P. M.
Toledo, Detroit and Canada.....	6:30 P. M.	6:10 A. M.
Richmond and Chicago Mail.....	7:15 A. M.	11:55 P. M.
Richmond & Chicago, Exp.....	5:10 P. M.	1:50 P. M.
Indianapolis & Cambridge City.....	6:00 A. M.	10:10 P. M.
Indianapolis & Cambridge City.....	6:10 P. M.	10:30 P. M.
Dayton, Lima and Chicago.....	3:00 P. M.	5:0 P. M.
Bellefontaine and Sandusky.....	6:00 A. M.	10:10 P. M.
Bellefontaine and Sandusky.....	3:09 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 P. M.	7:55 A. M.
Dayton Accommodation.....	6:30 P. M.	10:30 A. M.
Dayton Express.....	5:00 P. M.	6:10 A. M.

CINCINNATI, SANDUSKY & CLEVELAND.

Day Express.....	7:20 A. M.	7:05 P. M.
Night Express.....	5:45 P. M.	10:25 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	10:10 P. M.
Connersville, Cambridge City and Indianapolis Express.....	5:10 P. M.	10:30 P. M.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE.

Chicago and St. Louis Express.....	7:00 A. M.	8:30 A. M.
Springfield & St. Joe Express.....	1:45 P. M.	4:40 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:45 A. M.
Lawrenceburg & Harrison Accommodation.....	5:10 P. M.	8:10 A. M.
Harrison Accommodation.....	10:10 A. M.	2:20 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:45 P. M.
Louisville, St. Louis & Cairo Ex.....	5:45 P. M.	6:10 A. M.
Louisville Special Train.....	3:45 P. M.	1:50 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	7:00 A. M.	4:10 P. M.
Caboose Accommodation.....	3:50 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:00 P. M.
Lexington Express.....	2:00 P. M.	10:50 A. M.
Falmouth Accommodation.....	6:30 P. M.	7:10 A. M.

PAN HANDLE ROUTE.

Express Mail.....	7:00 A. M.	6:15 A. M.
Fast Express.....	8:30 A. M.	4:35 P. M.
Pittsburgh & New York Express.....	8:00 P. M.	10:35 A. M.

THE PACIFIC RAILROADS.

What is the Interest of the People

AND

DUTY OF CONGRESS

IN

REFERENCE to their CONSTRUCTION?

It would be a work of supererogation in us to say that, in the broadest sense of the term, we are and ever have been in favor of Congressional aid in the construction of railroads through the Public Domain. Those who are familiar with the positions taken by our paper for the last twelve or fourteen years are well aware of the sentiments we entertain on this subject. The burdens imposed by our immense public debt, however, which is just beginning to be felt in every department of industry and commerce, is a very serious obstacle in the way of any profuse expenditure of means even for very palpably necessary improvements, if it is possible to avoid them. That this spirit of economy is not only praiseworthy, but absolutely essential to the well being of the commonwealth, to save us from an incubus of debt, which if proper measures are not adopted to prevent its rapid increase, will, as the years roll on, become like the small snow ball on the mountain top, an avalanche that will overwhelm us in national bankruptcy and ruin. On the broad shoulders of the Nation it now rests, like the

"Little old man Sinbad met,
Who begged upon his back to get,"

A burthen at once onerous, and impossible to get rid off—yet the nation regards it of such a sacred character, and has so many reminiscences of its blood-hallowed and life-sanctified cost, that no true lover of our Nation's honor will ever be satisfied until every dollar is paid, and every mill of the debt canceled. This generation created the debt, and should make provisions to pay it, by adopting the policy we urge, which will not only create a Sinking Fund that will cancel the debt, but also afford natural aliment and gentle stimulus to Labor, as well as develop the resources of our country and rapidly double up the material and taxable wealth of the nation. We should not, ruthlessly strap the Herculean load on to the feeble limbs of unborn generations, to cripple their energies and stop their progress. This we say is the true, patriotic view of this great question, and we are not disappointed in finding that men, whose love of their country is unquestionable, should assume the position taken by Senator SHERMAN and others, that "the condition of the Treasury is not such as to warrant us in carrying on this gigantic system of subsidies." The People want the great railroad system of

the country developed, and are willing and desirous that it should be done, but at the present moment will not consent to add "another stiver" to the debt. Senator SHERMAN but reflects the popular voice when he says:

No other railroads received subsidies except the Pacific railroads. It was a new feature in our railroad laws. All former railroads in the West were built by the aid of the Government in land grants; but it was believed that the overriding necessity which rested upon us to construct a Pacific railroad authorized and justified the United States in extending money facilities to those roads, and it was done. I voted for the bill, and have never had cause to regret it. I think the construction of the road is a matter of the highest importance; but the question now is whether we shall extend these subsidies further than is provided for under existing laws. For one I am opposed to it in the present condition of the finances.

I do not think we ought to extend these subsidies at present. I have no doubt what is called the Union Pacific railroad, eastern division, will eventually be extended westward to New Mexico, and under a more favorable condition of our finances, when we are settled again on a specie basis or near a specie basis, I might feel disposed to grant a subsidy to this road to extend it to New Mexico; but at present it does seem to me we ought not to extend this system of subsidies to any other road or to any road.

* * * * *

I am not prepared in the present condition of our finances, to give this vote. At the same time I acknowledge the equity of the claim for some relief; I acknowledge the importance of this road, the necessity to give to all the country represented by the central branch a connection with the Union Pacific road. I acknowledge the value and importance of this branch; but I am not now prepared to vote any additional subsidy not specifically required by law. This is not required by law, and without law it will not be granted.

The question under discussion was the extension of the subsidy to the Central Branch of the Pacific Railroad, commencing at Atchison, which had a subsidy and land grant extending one hundred miles West, where it was intended according to the original grant of Congress it would be met by the Pacific Railroad, E. D., which commences at Kansas City, of which it was to be a branch, and which last, in like manner, was to form a branch of the Union Pacific (Omaha) Railroad by meeting with it at the one-hundredth meridian; but by subsequent act of Congress after both roads had been partly constructed, the route of the Pacific Railroad, E. D., was changed, so that it was allowed to diverge to the South-west instead of, as above stated, to the North-west, making it necessarily an independent line through to the Pacific, instead of a branch of the Omaha route. Hence, it is plain to be seen that the road must either "end in the woods," or have sufficient intrinsic merit and strength of itself to push on through the unbroken expanse of Public Domain for the especial purpose of developing its resources and adding to the value of the

government real estate, or receive an additional subsidy. This condition of affairs was not produced by the act of the Central (Atchison) Branch, but by the act of Congress changing the route of the Pacific Railroad, E. D. Hence it claims that it has an "equitable right" in the premises. The justice of this is admitted by Mr. SHERMAN, as follows:

Undoubtedly this gives the Central Branch some equitable claim; and I should be very willing to satisfy that equitable claim by granting them lands and every facility necessary to extend their route westward so as to reach the main branch this side of the one-hundredth meridian; but the question for the Senate now to determine is whether it is willing to extend the system of subsidies beyond the amount already authorized by law.

And the Committee, upon a full investigation of the claim, had indorsed its justice and so reported. The following is an abstract of their report:

The diversion of the line of the eastern division, under the act of July 3, 1866, renders a junction with it practically impossible; and the only question now before Congress is whether they will grant bonds and lands, or either, to aid the central branch to finish its road and connect with the main trunk.

The committee think this company had good ground to expect that Congress would not deprive them of the valuable right to connect with the eastern division on its way to the initial point. But as the act of 1866 had this practical effect, the committee herewith report a bill, giving this branch the usual aid in lands and bonds to form a connection with the main trunk.

Notwithstanding the admitted justice of this claim, it appears to be the prevailing sentiment of Congress, and we assert that this but reflects the sentiments of the People, that *no more bonds shall be granted to Railroads*. This is pertinently shown by the following remarks of Senator SHERMAN:

To the extent of giving lands, perhaps more than the usual grant of lands, I am willing to extend them relief; but I am not now willing to issue more bonds to any railroads unless there is a clear right under existing laws to demand those bonds.

Now, what is the practical result? Why, either this Central Branch, as also the Pacific Railroad, E. D., which has "reached the end of its string," and the great Northern Pacific Railroad, which is insufficiently provided for, all running exclusively through the Public Domain, must remain in an unfinished condition, or some other efficient relief must be accorded them. The principle is announced as an *ultimatum*—NO MORE BONDS ARE TO BE ISSUED. This is a decree of the People, and their representatives in Congress dare not disobey the mandate.

THE PEOPLE'S CAUSE OF COMPLAINT.

The industry or labor of the country has been very severely tried, by the curtailment of the currency in a ratio that is unprecedented in the history of national finances. The effects of this are vividly portrayed in the speech of Mr. MORRELL, of Pennsylvania,

on January 25th, on the finance question.

Mr. MORRELL says:

The first effect of anticipated or actual scarcity of money is to embarrass the operations of trade, reduce consumption, and hamper or suspend productive industry. Whatever is most readily convertible into money suffers least, but upon the house and farm, in which are stored the savings of industry, the storm falls with cumulative violence. The schemes of the improver come to nought and the horn of the money lender is exalted. Beneath the weight of his lien the roof tree falls. In such times labor ceases to be convertible and the condition of the laborer is most to be pitied, for it is not a question with him whether he shall receive nominally less for his commodity, but whether it will find a purchaser at any price. His pretended friends would make him believe that he is now robbed of his rights by a redundant currency.

THE PEOPLE'S REMEDY.

Mr. MORRELL very distinctly shows that the issue of the government currency is "big with" good results to the laboring man. On this subject Mr. M. says:

From facts lying within the range of my daily observation I deny that expansion of the currency has made poor men poorer. While it was in progress I have seen incumbrances paid off, a multitude of small holdings acquired, and comfortable homes of workingmen established and adorned. It has been the friend of industry, and, coupled with the accidental protection of the premium upon gold, has done much to mitigate the hardships and repair the waste of war.

While this was the condition of the iron-workers I ask what interest was oppressed and what poor man made poorer? How was it in the rural districts? What effects did the currency expansion produce among farmers? Has the small proprietor fallen to the condition of tenant and laborer, or has the laborer generally risen to ownership? Have wages been better or worse compared with the cost of living? Have mortgages been paid off, or have they accumulated? What are the facts? If they will bear against the expansion of the currency why are they not collected and published? I know how severely the draft bore upon rural communities, and what it cost in men and money to fill their quotas; but notwithstanding this I deny that during the period of expansion their poor became poorer, either positively or relatively; for accumulated wealth was constantly losing its proportional power, and all productive industry was enjoying the benefits of protection.

It should not be the policy of the Government to induce capital to subsist at ease upon the tax which it derives from labor, but rather to make it profitable or necessary for it to ally itself with labor, to create and share the reward of industry. Make capital cheap and we will have many capitalists who are laborers and laborers who are capitalists. Make it cheap, and money will ally itself with work upon terms constantly more favorable to work.

If so much good will result to the Laboring millions from an increase of the currency, it brings us the very important question of where shall the additional amount of currency be put, or to what uses it shall be devoted, so as not to create it into a disturbing element and make "extravagance run mad."

HOW SHALL THE REMEDY BE APPLIED.

In our issue of week before last we published the proposition of Mr. WILSON, of Ohio, to issue \$200,000,000 greenbacks for the purchase of Government bonds, the interest of which, together with other definite amounts mentioned in the article above referred to, to constitute a Sinking Fund, with which to pay the National debt. The arguments of Mr. W. in reference to the operations and results of the Sinking Fund were remarkably able and clear, and must meet the views of all reasoning men. We took the liberty to suggest, in commenting on the scheme of Mr. WILSON, instead of the purchase of Government bonds to so large an amount, which must necessarily disturb values, over-stimulate importations, and in its reaction, again depress the industrial interests of the land, that the money—the greenbacks—should be used in the aid of the Railroads to the Pacific, as they progress. *No more bonds are to be issued for this purpose.* The industry of the country instead of being fostered and cared for, is to receive a sudden shock, the advance of the car of Progress is to be arrested, and we proclaim ourselves to the world as broke—bankrupt; and although we do not repudiate the debt now created, we acknowledge our inability either to pay what we owe, to fulfill our *implied contracts*, or to make any further improvement in the condition of our great National estate. What a picture of weakness to present to the family of nations—what a point of attack on our standing and credit.

It is perhaps unnecessary to present arguments on the importance and

NECESSITY FOR THE CONSTRUCTION OF THE PACIFIC RAILROADS.

But the following memorial presented by Mr. HENDERSON, is so much to the point that we are induced to reproduce it, and although but one road is named, yet the same arguments are equally applicable to all. Mr. H. said:

I desire to present the memorial and resolutions of St. Louis Board of Trade, praying Congress to grant the same subsidy to the Union Pacific Railroad, eastern division, as is now granted to the Union Pacific Railroad Company, on the ground:

1. That it would prove of the highest economy to the Government in the transportation of supplies to new Territories.
2. That it is the best route to the Pacific.
3. That it would develop a country rich in minerals.
4. That it would add to the national revenues.
5. That it would tend to the civilization of Indians and prevent Indian wars.
6. That the road is not only demanded by the wants of the Government and essential to the protection of settlements, but it would prove invaluable as a means of cementing distant Territories by the mutual interests of trade and commerce.

This is again indorsed by a large and most intelligent body of business men that met recently in convention in Boston, from all por-

tions of the country. The resolutions of this body were:

Resolved, That it is the highest duty of a nation to encourage all public enterprises looking to the development of its resources and the increase of its basis of taxation.

Resolved, That this Convention regards the facilities of transportation between the seaboard, the Mississippi Valley and the Pacific as indispensable to the highest development of the country, and the surest bond of perpetual Union.

Resolved, That this Convention earnestly recommends to the Congress of the United States, as incident to its *plenary powers*, to regulate commerce with foreign nations and among the States, to co-operate with either or all of the governments of the States interested in measures which ever make certain the opening of a ship canal adequate to pass vessels of 1,000 tons burthen from the Atlantic coast by the channel of the great lakes to the Mississippi river.

Resolved, That these great rivers of the West whose channels and commerce are not exclusively within the limits of a State are proper objects of national improvement, as the ocean and the lake coasts which are the external boundaries of the country, and should receive an equal degree of consideration from the Government of the United States.

Resolved, That aid to the Union Pacific Railway incurred in the midst of war as a great measure of national defence, is now vindicated by events as a most important agency for the development of the national resources; and that this Convention deems it but just that the same policy be extended in behalf of the national system of railway communication to the Pacific coast, which shall include lines central to the Lake States, and the States of Dacotah, Montana, Idaho, Washington, Oregon, and also the States which adjoin the Southern frontiers of the United States *whenever the development of the country shall warrant their construction.*

We have but one remark to make relative to the resolutions of the convention, and that is they have got the "cart before the horse." They propose the government should aid in the construction "whenever the development of the country should warrant their construction," whereas we want the roads constructed to develop the country. Here is the only tangible argument for government aid, that it develops and makes available the government property. If we are to wait for the development of the country the roads will find their own capital, but it will require their own time to do it. In the meantime, it will cost the government more for Indian fights and "Hole-in-the-Sky" frolics than it would to aid in the construction of the roads—the increase of the products of the mines will be delayed, Labor will continue to languish, the People will be taxed to pay the interest on the National debt, without hope of relief from the principal, the Spread of Empire will be stayed, and the golden profit of the oriental commerce will pass to the credit of other Nations.

Hence, it will be perceived that Congress is not asked to "go it blind," but in granting such aid as is within its power for the construction of these roads it has already the

indorsement of the great mass of the thinking portion of the People. If, without cost, or *apparent* inconvenience or liability, on the part of the Government,

A GREAT QUINTUPLE ADVANTAGE

Is to be obtained, viz.: the construction of the Pacific Railroads,—the encouragement of industry,—the revival of trade,—and the creation of a SINKING FUND that *will* pay the National debt, the People will hold their representatives to account if they fail to thus accomplish the "greatest good to the greatest number."

Geography and Commerce of the North-west in Connection with a Northern Pacific Railroad.

Fifty years ago, and even to a period much later, the "North-west" meant what was in 1788, the "North-west Territory" and is now the very heart and centre of the American Union. It comprehended the five great States of Ohio, Indiana, Illinois, Michigan, and Wisconsin. These States now contain over eight millions of people and are the heart of the nation. We again heard of the "North-west" as meaning over the Mississippi, as Iowa, Minnesota, Nebraska &c.; but, the "North-west" is again flying, and has now taken up its abode, in what we suppose is its last and true position, comprehending the great country, which lies West of Minnesota, around the head of Lake Superior and into the British Possessions. It comprehends the valleys of the Red River of the North, of the North Branches of the Missouri, and the great Basin of the Saskatchewan. Taken in its whole extent, this great region is about equally divided between the boundaries of the United States and of Great Britain. In extent it makes a compact, uniform, well watered territory of about 700 miles broad from North to South, and 900 miles long from East to West. It therefore, makes 630,000 square miles, which is equal to *ten large States* and is exclusive of all States now formed. If we suppose, that the soil of this region is generally good, and that the climate is not too severe for cultivation, then the result is inevitable, that it will become populous and productive. Is it fertile and moderate in climate? This is our first question. The sources of information are not numerous, because the country is yet unsettled, and almost unexplored. But, we have some things we may rely on. 1st, its Geography. An examination of the map shows, that it is really what we may call an upland valley, that it is a great plain, without mountains, intersected by water courses which carry their water, in the main, to the great Lakes; but, on the southern side to the Mississippi, the Red River of the North interlocks with the tributaries of the Mississippi, but flows into Lake Winnipeg. The north branches of the Missouri flow into the Mississippi. The great Saskatchewan flows from the Rocky Mountains to Lake Win-

nipeg, in a nearly East course. The latitude is from about 52° North to 42° North. There are two facts from which it is quite apparent. 1st, that there is great probability, that this immense water plain is very good soil. 2d, and that being only a little North of the centre of the Temperate Zone, sheltered by the Rocky Mountains on the West, and the great Lakes on the East, that it is probably a mild climate. These things we may safely assume; but, we have some evidence on this purpose. In the *Merchants' Magazine*, there is an article, by Mr. ALVAH BRONSON, giving us some facts on this head. Here is one:

St. Paul, Minn., Nov. 22.

From the Red River of the North.

Major Robert C. Walker, Paymaster U. S. A., returned yesterday from beyond the Red River of the North. He reports the river and large lakes all open, and the weather in Dakotah Territory charming, and as mild as Indian Summer.

At the above date, and before, Lake Champlain was closed by ice.

This was in November and shows very clearly that the climate of that region is mild.

2. NATURE OF THE COUNTRY.

On this we quote the following paragraph from Mr. BRONSON, especially as bearing on the Northern Pacific Railroad. He is speaking of the Vallies of the Red River and the Saskatchewan:

VALLEY OF THE RED RIVER OF THE NORTH, THE SASKATCHAWAN AND LAKE WINNIPEG.

Here is another valley little known to commerce or geography, with a mild climate and fertile lands, penetrated by large rivers and a long lake, combining steam navigation of a thousand miles, the entire trade of which must minister to the commerce of our great lakes. The civil engineer has not yet visited this region, and we are left to estimate its future value to commerce from information casually furnished by the fur traders and the Selkirk Colony, trading to St. Paul. It is known that this Red River interlocks with the Mississippi, descending North to Lake Winnipeg, and is navigable 400 miles, and the lake as many more. Their navigation is known to be open as long as that of the Erie Canal; hence this river and lake cannot exceed that of Ontario and the upper St. Lawrence in altitude.

Saskatchewan is a river of great magnitude, stretching out from the lake to the Rocky Mountains, but how far navigable is not known. This valley lies near the route of the Northern Pacific Railroad. A route for commerce and for settlement far superior to the Southern route, crossing the Rocky Mountains at a moderate elevation, in a dry climate, exempt from deep snows, presenting fewer engineering impediments than the Southern route, terminating by branches on the Columbia River and Foca Sound.

Mr. BRONSON considered very properly, that Lakes Erie and Ontario—more properly the Lake Basin generally is the butt end—in other words—grand depot of the Northern Pacific Railroad. The traffic must, of course, come through the Lake Superior Basin, and by the Straits of Mackinaw, for the more we look at the geographical elements of that country,

and the commercial necessities of the future, the more we are convinced, that ultimately, the whole commerce coming through the upper lakes must make Mackinaw the great point of distribution.

3. THE FUTURE COMMERCIAL LINES OF THE NORTH-WEST.

On this head Mr. BRONSON makes the following observations which are worthy of notice:

The Mississippi and St. Lawrence offer the cheap routes to this trade; the former conducts to a low latitude, unfriendly to Northern products; the latter to a high latitude, unfavorable to early and late navigation. New York, Boston and Portland, are competitors for the residue, and doubtless the major part of this trade. The natural advantages of these three points are so equally balanced, that the share of each will depend on the facilities provided by each in railroads, harbors and warehouses, as well as in the enterprise, liberality and fair-dealing of their merchants. New York and Portland each possess unrivalled harbors; each are, or soon will be, connected with the lakes by railroads of about equal length, or about 450 miles each. New York has her Erie of 433 miles, and the Central and Hudson River of 440 miles; while Portland has the Collingwood, between Lakes Huron and Ontario, of 84, and the Ogdensburg and Lake Champlain of 117 miles; with still a link to be added to the Vermont Central to complete the chain. When this chain is completed, Portland will be nearer to Chicago by 200, and to Liverpool by 300 miles, than New York.

If Portland is really much nearer to Chicago and Liverpool, with a fine harbor, which she has, it seems quite evident that Portland must become the rival of New York, in regard to that great trade which is to come through Lakes Superior and Huron. But the point which we wish to reach is the relation of the Northern Pacific Road, which we assume must soon be made to all that vast region, which is both North and West of Chicago. Let us suppose that by means of its connections with Omaha, Chicago will be the main point on the Central Pacific, it is equally evident that it *cannot* be a leading point on the Northern Pacific. Let us, for example, draw a line through Milwaukee, North of which the trade will not go to Chicago, and see what is to be the future support of the Northern Pacific. In addition to the territory we have already described, we have two-thirds of Wisconsin, half of Michigan, and all of Dakota, Montana, Idaho and Washington. We suppose that this territory now comprehends 1,300,000 people. In regard to extent, part of it is included in the North-west territory described. But, in addition to that we have 100,000 square miles West of the mountains. We have, then, 730,000 square miles of territory, of which four-fifths are fertile, arable lands, with a mild climate, and in which are already 1,300,000 people. The territory will make twelve large States, and will multiply in population for the thirty years next, at the average rate of 100 per cent. decennially. This will give ten millions of people in thirty

years. This people with all their products and commerce must transact their traffic, business between Mackinaw and the Pacific, wholly on the Northern Pacific, and there can be no rival to it. Hence, now is the time to build up a great Pacific Railroad which is hereafter to transact the business of an empire. In this estimate we have left out of view entirely the Pacific trade proper, and have only endeavored to show that the Northern Pacific has resources enough within itself to demand its immediate construction.

Cincinnati & Charleston Railroad.

Interest in it still Alive in South Carolina.

Will Cincinnati "Hold up Her End of the String?"

We have just received the following interesting letter from J. W. HARRISON, Esq., the President of the Blue Ridge Railroad. In response, we remark that we believe at this moment there is a deeper conviction of the necessity for the construction of this road to the vital interests of Cincinnati, than has existed at any time since 1835. Heretofore, there has existed a sort of quiescent acknowledgment that it was a "good thing" to have an independent and direct connection with the Southern seaboard and the Southern system of railroads, but at this time there is a current of greater depth in the public feelings that only needs a proper direction and guidance to give it most efficient force, and accomplish practical results.

Hitherto, there has been one or two obstacles in the way, unnecessary here to mention, that have acted as "bug bears," and "stumbling blocks," preventing such a combination of interests as would be sufficient to secure the necessary means to construct so great a work. These, we have good reasons to believe, have been recently removed, and that a reasonable working plan will before many days be presented to the citizens of Cincinnati that will commend itself to the good sense of our citizens and secure their most hearty co-operation, and the speedy completion of our end of the route. Hence, we have no hesitancy in saying to Mr. HARRISON, and the citizens of South Carolina, that Cincinnati will be ready with her iron horse and warm heart to meet and greet them at Knoxville, as soon as they can possibly construct their end of the route:

ANDERSON, S. C., Feb 10, 1868.

Messrs. E. D. MANSFIELD and T. WRIGHTSON:

GENTLEMEN—I take the liberty of enclosing a short article on the Blue Ridge Railroad in South Carolina, taken from the Charleston Daily Courier.

This shows an abstract of the condition and prospects of this company. Very recently

Northern capitalists have undertaken to build a railroad from Port Royal Harbor, on the South Carolina coast, to Hamburg, South Carolina, and Augusta, Ga. You will perceive from the map sent you that this will furnish an additional outlet for the great commerce of the West. Port Royal being the deepest, safest, and most capacious harbor on the Southern coast. *If the people of Cincinnati still feel any interest in this connection,* I would be glad if you would publish the enclosed and call attention to the enterprise.

J. W. HARRISON,

President Blue Ridge R. R. Co.

BLUE RIDGE RAILROAD COMPANY.

[From the Charleston Daily Courier.]

The annual meeting of the stockholders of this Company has just been held in this city. The vital importance of this road to the city of Charleston and the people of the State, was never more manifest than now, and if the State, or the people, had the means, it would surely be speedily completed. But we must look for capital elsewhere, and hence the necessity of urging the advantages and probable great business of the road.

The line from Anderson to Knoxville, Tenn., a distance of 194 miles, was estimated to cost \$7,500,000. Of this sum already \$3,000,000 has been expended on construction, leaving about \$4,500,000 to be provided. The following statement will show the per cent. of work done:

	S. CAROLINA.	GEORGIA.	TENN.
Grading.....	80 per ct.	45 per ct.	30 per ct.
Tunnels.....	66 per ct.	15 per ct.	.....
Bridge & Arch			
Masonry.....	74 per ct.	46 per ct.	53 per ct.
Square Drains			
& Culverts....	84 per ct.	75 per ct.	43 per ct.

Since this statement was made in 1860, considerable progress has been made on the work in Tennessee, and very soon eighteen miles of that end of the road, viz: from Knoxville to Maryville, will be in operation. Of the \$3,000,000 expended, the company has only borrowed about \$200,000, on the first mortgage bonds, and has on hand \$2,225,000 of the first mortgage bonds still to be made available for construction.

These bonds will be worth 75 or 80 cents and can be used in that way to contractors.

Recently the State of South Carolina and the city of Charleston, holding \$2,500,000 of the stock of this company, have authorized the Board of Directors to propose for a preferred stock sufficient to complete the road which shall have preference up to 7 per cent. of all dividends.

This liberal offer, it seems to us, need but be brought to the attention of capitalists to secure its acceptance.

The Board of Directors believe that with a new stock of \$2,500,000 in cash, and the use of the \$2,225,000 of first mortgage bonds, the entire work will be accomplished.

Thus the new stockholders will have a road costing \$7,500,000 for four-sevenths of the money, and connecting, as it will, at Knoxville with direct lines from Cincinnati and Louisville, now nearly completed, there can be no doubt of a heavy and remunerative income. Indeed it will be the shortest line from these cities to the Atlantic seaboard. Then it is proposed also to build a road from Clayton, Ga., via the Dutchtown Copper Mines to Cleveland, Tenn., thus connecting directly

Chattanooga and Charleston by these roads.

The immense income of the Georgia State Road from the commerce of the Great West is an indication of the business which will be thrown over the Blue Ridge Railroad. The amount perhaps cannot be accurately estimated, but it would not be unreasonable to predict that the income would soon reach one million dollars.

For the great capitalists of the United States and Europe here is an enterprise which would not only develop the resources of the several States through which it passes, but must beyond question always pay large dividends.

Thirty-four miles of the road, from Anderson to Walhalla, a thriving German village, is in operation, and perhaps the best built road in the State—heavy rails, substantial road-bed, and splendid bridges. This part of the line, now in operation, if sold, would pay the whole debt of the Company.

The present Board of Direction of this great enterprise represents the capital and intelligence of this city and State, and we earnestly hope that the praiseworthy exertions they are making in the furtherance of the objects of the Company will be crowned with abundant success.

• Marietta & Cincinnati Railroad Election of Directors.

CHILLICOTHE, Feb. 19.

The annual meeting of the stockholders of the Marietta & Cincinnati Railroad Company was held at this place to-day. Col. John Medeira was appointed Chairman. The usual reports for the year 1867 were submitted and ordered to be published.

The following gentlemen were then elected to serve as Directors for the ensuing year: Messrs. John King, Jr., Thomas Whitridge, John Hopkins, C. O. O'Donnell and Allan A. Chapman, of Baltimore; J. A. Camden, of Parkersburg; W. P. Cutler of Constitution, Ohio; L. A. Schulte, of Chillicothe, and Nathaniel Wright, R. M. Bishop, H. C. Lord, Briggs Swift and Samuel B. Keys, of Cincinnati.

At a subsequent meeting of the Directors, Mr. John King was elected President of the company. Mr. King is well known as the present Vice President of the Baltimore & Ohio Railroad Company.

A resolution was passed by nearly a unanimous vote stopping further scrip dividends on preference stock. The whole number of shares represented at the meeting was one hundred and eighty-three thousand four hundred and twenty-four, amounting to nine millions one hundred and seventy-one thousand two hundred and fifty dollars.

This insures a close alliance between the Baltimore & Ohio, the Marietta & Cincinnati, and the Indianapolis, Cincinnati & Lafayette Railroads, which cannot fail to be profitable to the roads themselves, as well as beneficial to the city of Cincinnati.

The receipts of the Western Union Railroad Company for the week ending February 14:

	1868.	1867.	Inc.	Dec.
Freight	\$6,524 33	\$3,881 24	\$2,643 09	.....
Passengers	2,702 85	1,913 95	788 90	.....
Express and Tel.	600 00	320 00	280 00	.....
Mail.....	375 00	375 00	.....	.....

Totals.....\$10,202 18 \$6,490 19 \$3,711 99

Receipts from January 1, to February 14:
1868.....\$65,831 86
1867.....53,423 75

Increase.....\$12,408 11

Virginia Central Railroad Company's Annual Report—Virginia's Century Hope for a Line to the Ohio River.

The Board of Directors now submit to the stockholders the following summary of the receipts and disbursements of the fiscal year. They refer to the accompanying reports of the Treasurer and Superintendent, which will give detailed information as to the operations of the company since the 1st of October, 1866, and its present financial condition:

Gross receipts of the year ending
30th Sept., 1867.....\$554,510 64
Gross receipts as per last year's
report.....487,449 10

Increase of receipts.....\$67,061 54

Ordinary expenses for conducting
the operations of the company
as classed by the Superintendent,
for 1866, were.....\$367,313 02
Same class of expenses this year.. 329,939 38

Decrease of ordinary expenses \$37,373 64

NOTE.—The ordinary expenses are about
59 per cent of the gross receipts.

The receipts from tonnage are,
more than last year.....\$83,702 02
The receipts from passengers are
less.....9,330 16
Receipts from express freights
are less this year than last.....5,621 46

DECREASE IN PASSENGER RECEIPTS.—The decrease in the receipts from passengers, as here reported, was made a subject of special inquiry, that sum amounting to upwards of \$9,000. The result of the inquiry shows that there was an increase in the number of local passengers of about 15 per cent. over those of the previous year, and consequently the loss was not from that source. The Board found it to be expedient to stop one of the daily trains, which, whilst it produced no net revenue, would no doubt have added to the gross receipts of the company. The Treasurer also reports that the receipts from government passengers this year is less than last year by \$14,776.87. Doubtless the number of passengers from the North visiting the South from curiosity is annually diminishing, and possibly the reduction in the passenger fare might have had some effect.

DECREASE IN EXPRESS FREIGHTS.—It appears from the Superintendent's report that the receipts from express freight are \$5,621.46 less than the year before. There may have been some diminution of that class of business from the general financial embarrassment of the country, but it is gratifying to believe that it is in a great degree owing to the increased expedition which the Superintendent has given to the ordinary freight trains. In this connection it is gratifying to state that the general tonnage of the road is largely increased.

Total indebtedness of the Com-
pany 30th Sept., 1867.....*\$2,069,934 62

Total indebtedness of the Com-
pany 30th Sept., 1866.....1,880,632 23

Increase.....\$189,302 39

In connection with, and explanatory of the
above mentioned increased indebtedness of

*There is also an amount of unpaid accounts reported to the office of the Superintendent, \$28,825.12. This class of indebtedness was not included in the last year's report of debt.

the company, it is proper to state that the road has been extended from Jackson's river to Covington, costing \$117,787.58. Since the 1st of October, 1866, there has been purchased real estate in Richmond costing \$9,497.

Bonds for interest funded have also been issued amounting to \$101,963.75. There remains unfunded of interest due up to the 1st of January last, about \$50,000. The amount of interest paid in cash since the 1st of October, 1866, is \$53,920 94.

IMPROVEMENT OF ROADWAY.—It has been the policy of the Board during the year to improve the roadway as much as practicable. A considerable portion of the track between Gordonsville and Richmond, owing to the peculiar character of the soil, is liable to become very soft, and consequently very uneven in the winter and spring, under the operation of the heavy freight trains upon the breaking up of frost. In a state of weather such as frequently occurs at that season, without the introduction of stone or gravel, there is no amount of labor which can keep the road in good order.

The Road Master has accomplished a valuable amount of work in this way, which, though adding to the amount reported under the head of repairs of road, will be found to be a most economical expenditure.

During the year 11,060 feet of new iron has been put on the track, and 41,495 new ties. Six and three-quarter miles have been ballasted; 1,050 feet of additional turn-outs have been put in; 2,460 feet of passenger platforms have been built, besides a number of culverts, trestles and cattle guards.

Two depots destroyed by the Federal army have been built—one of brick, at Keswick; another at Swoope's, of wood. These points were indicated by the large amount of produce expected to be shipped from them.

CHESAPEAKE AND OHIO RAILROAD.—The most important subject involving the future prospect of the company, which enlisted the attention of the Board, was the general question whether the scheme of extension and Western connections could now be safely undertaken. This subject has always been approached under a full conviction of the pecuniary interest which this company has in it, and of its vital importance to the whole State. Though acting as the representatives of a private corporation, they could not forget their obligations to avail themselves of the position they occupy to bear their part in promoting the general welfare of the Commonwealth, and especially of those interests with which they are more immediately connected.

With one consent for nearly a century, the wisest and best men of our State have looked with earnest hope to the opening the line of communication between the Mississippi Valley and the Atlantic coast, across the Allegheny mountains, where the waters of James River and the Ohio approach each other so closely. Its peculiar advantages as to distance, grades, climate, contiguous resources, &c. &c., compared with any other in the United States, are so distinctly marked by the finger of Divine Providence, and the results of its completion will be fraught with such inestimable blessings to our own, and other people, that the neglect to make every possible effort to secure its success would be a criminal responsibility.

It is with such an estimate of the necessity of opening that line your Board have so far acted, and now bring the subject to your further notice, fully sensible at the same time of the difficulty of the undertaking.

COMPLETION OF THE ROAD TO COVINGTON.—As a preliminary step in this Westward march of your improvement, your Board determined that the ten miles of track graded next to Covington should, if possible, be brought into operation, and no longer remain as a tacit confession that we were powerless to move. We need not tell you that in the embarrassed condition of the company, and the general distrust of all Southern railroad companies, owing to our unhappy political condition, the purchase of the iron was no easy task, added to the cost of other materials for the superstructure; but without going into details, suffice it to say, with the addition of some personal security, the credit of the company was able to procure it, and the work was done, and thus on the 31st of July the last section of your road was put in operation to Covington; and now the interesting question presents itself for your consideration, what shall we do in the further prosecution of the great enterprise?

We will present to you a fair statement of the actual condition of the question, that you may intelligently act on it, and come to a judicious conclusion.

At the called meeting in May last you were informed that in obedience to your instructions at the annual meeting in November last, authority was obtained from the Legislature for the company to contract with the commissioners of the two States to undertake the completion of the Covington and Ohio road; in which event, by the terms of the act passed on the 1st day of March, 1867, the company was thereafter to be known as the Chesapeake and Ohio Railroad Company, with some valuable concessions contingently made to it.

The stockholders at the meeting in May passed resolutions of instructions specifying certain conditions as a basis for a contract to build the Covington and Ohio Railroad, the most prominent of which provided that five millions of dollars in money should be raised by subscription of 8 per cent. preferred stock; which sum it was supposed, by resorting to temporary structures at some expensive points, would put the road in operation to steamboat navigation on the Kanawha river, and restrain the company from mortgaging any of the property of the present company, until the road was in operation to the Kanawha. This was done under the conviction that when completed to that point, a lien on the whole property and franchises of the company from Richmond to the Ohio river would command a loan sufficient to finish the entire road and equip it.

Such was the scheme sanctioned by the stockholders at the called meeting in May, and in conformity therewith a conditional contract was made with the commissioners.

* * * * *

Contrary to our expectation all the counties in West Virginia, West of the falls of Kanawha, have made a condition to their subscriptions that the several amounts shall be expended at that end of the line. It was feared at first that this might have a very injurious influence on the success of the work, but on consideration it may possibly have the contrary effect. The people of the States of Kentucky and Ohio have each manifested a great interest in the general design—the first in the branch which leaves the Kanawha at the mouth of Scary Creek, and would terminate at the mouth of the Big Sandy, the latter in that which continues down the river to Point Pleasant.

They have declared their determination to connect with our line in either case where it reaches the Ohio river. In execution of this purpose there is now an active effort being made which promises success to connect our road with the Marietta and Cincinnati Railroad at Hamden, being a distance of only 28 miles from Point Pleasant.

One hundred miles of the Western end of the Covington and Ohio road will cost much less for the same distance than the Eastern. If the subscriptions of West Virginia can be made available for building that part of the road from the falls of the Kanawha, and either Kentucky or Ohio is thereby stimulated to make connection at the Ohio river, there certainly will be no cause to regret their requiring their subscriptions to be expended there. There is no serious difficulty in this company working that end of the line separately, and if it can be brought into operation while the expensive mountain section between the Greenbrier river and the falls of Kanawha is in a course of construction, the cost of that section would be materially reduced by the facility of getting supplies from the rich valley of the Kanawha, and from Ohio or Kentucky, as the case may be.

The question of embarking in this heavy enterprise without having previously secured an amount of means sufficient to accomplish it, is a very serious one addressed to the pecuniary interest of the stockholders; but to abandon it under present circumstances, when so much has already been done towards raising means, would be a grave responsibility which your Board is not willing to assume or to recommend. With the road in operation to the White Sulphur Springs, and from the falls of Kanawha to the Ohio, leaving a gap of something over 100 miles, and that connected by the James river and the Kanawha turnpike, none are so skeptical as to believe it would remain long unfinished.

There are plans and propositions not fully developed at the date of this report for the construction of this work, in reference to which the Board expects to obtain more information before the day appointed for the general meeting.

In compliance with instructions at the meeting in May, an invitation was sent to the Presidents of all the railroads in the State to meet on the 23d of October to confer on the subject of restricting the issue of free passes. The officers of only one of the railroad companies met the officers of this company, and thus the attempt to effect uniformity of action has failed.

E. FONTAINE, President.

Office Va. Central R. R. Co., Richmond, Nov. 7, 1867.

ANNUAL MEETING AND ELECTION.—At the meeting of the stockholders of the Central Railroad, in Richmond, on Friday, Nov. 29, Col. Fontaine was re-elected President by acclamation. In the report of that officer, in reference to subscriptions for the Covington and Ohio road, he says: The people of several localities have voted for subscriptions of stock, payable in bonds at ten per cent. discount, to the amount of \$3,550,000, as will be seen by the accompanying list: City of Richmond, \$2,000,000; county of Fayette, West Virginia, \$150,000; Greenbrier, \$250,000; Kanawha, \$500,000; Putnam, \$300,000; Cabell, \$300,000; Fluvanna county, Virginia, \$50,000. No county in Virginia has voted against subscription, and a considerable sum is confidently expected from those immediately interested.

New Jersey Railroad and Transportation Company.

The following is an abstract of the report of the New Jersey Railroad and Transportation Company for the year ending December 31, 1867:

RECEIPTS.

From passengers.....	\$1,261,454 04
From freight.....	353,072 65
From U. S. mail, rents, express, freights, and other sources...	230,776 67
Total.....	\$1,865,303 36

EXPENSES.

Maintaining railroad, bridges, and buildings.....	\$259,967 28
Repairs of locomotives, cars, and machinery.....	160,417 98
Fuel—cost and labor in preparing.....	150,007 47
Operating the road and transporting passengers & freight.....	428,214 92
Office expenses, salaries, and contingencies.....	20,546 06
	—1,019,153 71
Balance.....	\$846,149 56
Interest on bonds.....	59,673 54
Transit duty on passengers and freight.....	33,799 29
State tax on capital stock.....	28,437 50
Government tax.....	65,000 32
Sinking fund.....	20,000 00
Dividends in cash, August and February.....	568,482 00
Profit and loss to surplus earnings.....	67,757 00
Total.....	\$846,149 65

The number of passengers transported over the road during the year was, not including commuters and free passengers.. 3,655,978½

The number of tons of goods, wares, and merchandise transported over the road during the year were..... 278,407

GENERAL STATEMENT.

Capital stock.....	\$6,000,000 00
Funded debt.....	850,000 00
Bonds and mortgages.....	512,614 00
Due other railroads.....	194,009 73
Profit and loss, being surplus earnings represented by permanent improvements, and property and cash stated below.....	\$109,867 73
Dividend 1st January, payable 3d February, '68, 293,760 00—	403,617 73
Total.....	\$7,960,241 46
Cost of road and equipments: For graduation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, workshops, machinery and fixtures, engineering, land, and land damages.....	\$4,077,493 00
Locomotives, tenders, and snow-plows.....	469,000 00

Cars—passenger, freight, and baggage.....	389,314 00
Property, viz.:	
Bridge, ferry, turnpike, and other stocks, real estate, ferry-boats, privileges, and fixtures, including the property and privileges purchased of the Jersey Ass'tates \$2,393,297 44	
Due from other roads.....	66,497 55
Cash in bank, cash items, & balances due...	464,639 47-3,024,434 46
Total.....	\$7,060,241 46

THE BALTIMORE AND OHIO RAILROAD.—Mr. Garrett, President of the Baltimore and Ohio Railroad made an address at the monthly meeting of Directors of the Company on Wednesday last, which contains some statements of general interest. A good share of the address is taken up with remarks upon the Pittsburg and Connellsville Road, which is now to be built, and is to connect at Cumberland with the Baltimore Road. From Pittsburg to Baltimore by that route the distance will be 326 miles instead of 355 by Harrisburg and the Northern Central connection. From Pittsburg to Washington City, via Connellsville route and the new road from Point of Rocks, the distance will be 299 miles only, instead of 374 by Harrisburg. Mr. Garrett anticipates that the oil trade of Pennsylvania will largely concentrate at Baltimore when the Pittsburg and Connellsville connection is made. He ventures the prediction that the road will become the avenue of a greatly increased prosperity to the city. He refers to the two steamers that are to run in the interest of the road from Liverpool and Bremen, two from each port, making monthly trips. They are expected to bring passengers and freight for the West and Southwest as well as for Baltimore. He also speaks of a branch road that the Company are pushing up the valley from Winchester to Strasburg and ultimately to Salem. The twenty-three tunnels on the Parkersburg branch "are being arched rapidly at enormous cost." The length of these tunnels is three and one-half miles. The expenditures in this work are \$50,000 per month. The bridge at Parkersburg, and likewise at Bellair, are to cost together upwards of a million and a half of dollars. A closer alliance with the West and Southwest is to be cultivated by means of unbroken connections at the River, and thus the Baltimore and Ohio is to push her way through Ohio, Indiana, Illinois and the vast region beyond. The whole address is interesting as evincing the magnitude of the operations that are going forward to secure the prosperity not only of the city of Baltimore, but likewise her great road.

HUDSON RIVER WEST SHORE RAILWAY.—An important route of travel is proposed to be opened along the West bank of the Hudson river, by the Hudson River West Shore Railroad. The road will run from Hoboken to Athens, connecting at that place with a road to tap the New York Central at Schenectady. This will make the route 26 miles shorter than by the way of Albany. It is also intended to make connections with the proposed Midland Road at Newburg. By this connection the route to Chicago will be 85 miles less than by the New York Central.

MONETARY AND COMMERCIAL.

With a better supply of currency, bankers report a ease in the market for discounts, and paper that is known to be good is never thrown out. The market may be quoted easy for mercantile paper at 8@10 per cent, while call loans on satisfactory collaterals are made at 6. The inactivity of trade, and general depression of manufacturing and laboring interests of the country, has decreased the volume of mercantile operations, and curtailed the uses of capital in legitimate channels; hence we find large accumulations at all the great money centres, seeking short, safe and paying investments.

Exchange is in abundant supply, and the demand limited, hence rates are low and the market dull. The regular quotations are:

	Buying.	Selling.
New York.....	1-10 dia.	par.
Philadelphia.....	1-10 dis.	par.
Boston.....	1-10 dis.	par.
Gold.....	140	140 1/2
Silver.....	128@131	129@132

The New York gold market has not been very much excited during the week, but has ruled steady. The daily fluctuations have been as follows:

	Opening.	Highest.	Lowest.	Closing.
Feb. 13.....	141 1/2	141 1/2	140 1/2	140 1/2
" 14.....	140	141	139 1/2	141
" 15.....	140 1/2	141 1/2	140 1/2	141 1/2
" 17.....	141 1/2	141 1/2	140 1/2	141 1/2
" 18.....	141 1/2	141 1/2	140 1/2	141
" 19.....	140 1/2	140 1/2	140 1/2	140 1/2

From the Cincinnati *Price Current* we learn that the Pork Packing season is now ended, and that there has been packed in this city 356,831 hogs, averaging 210 3-17 lbs. per hog, and the average yield of leaf and trimming lard to 25 5-28 lbs. per hog, which were fully 10 lbs. as regards meat, and 5 lbs. as regards lard, above the estimate made in the early part of the season. Notwithstanding this, the average is much below that of last year, when it was, as regards meat, 232 2-7 lbs. per hog, and as regards lard, 30 1-12 lbs. per hog.

The following shows the whole number of hogs packed in this city for thirty-six years:

Years.	No.	Years.	No.
1833.....	85,000	1851.....	334,000
1834.....	123,000	1852.....	352,000
1835.....	162,000	1853.....	361,000
1836.....	123,000	1854.....	421,000
1837.....	103,000	1855.....	355,786
1838.....	182,000	1856.....	405,396
1839.....	190,000	1857.....	344,512
1840.....	95,000	1858.....	446,677
1841.....	160,000	1859.....	382,826
1842.....	220,000	1860.....	434,499
1843.....	250,000	1861.....	453,799
1844.....	240,000	1862.....	474,467
1845.....	196,000	1863.....	608,457
1846.....	205,000	1864.....	370,623
1847.....	250,000	1865.....	350,600
1848.....	475,009	1866.....	354,079
1849.....	410,000	1867.....	402,000
1850.....	393,000	1868.....	350,831

The following were the average weight and yield of leaf lard, per hog for the past nine seasons:

	Av. weight lbs.	Yield lard lbs.
1859-60.....	189	23
1860-61.....	221 5-35	28 9-16
1861-62.....	224 23-34	29 5-28
1862-63.....	203	25 21-23
1863-64.....	188 11-12	23 1-8
1864-65.....	201 1-8	24 1-5
1865-66.....	238 18-31	32 13-25
1866-67.....	232 2-7	30 1-2
1867-68.....	210 3-17	25 5-28

The condition of the New York market is shown by the following from the *Tribune*:

Money is offered as freely as ever at 4@5 per cent. to stock houses. In commercial paper no change.

Government stocks are neglected, and until Congress ceases talking about repudiation, cannot advance. There is a good private supply of 10-40s at 105 1/2 @ 105 3/4. State stocks continue in demand at full prices. Railway mortgages are firm. Express stocks are offered in small amounts. The railway share market was not so active, and the advance of yesterday not sustained. There was a demand for Cleveland and Pittsburg, in view of a dividend expected during the current week. At the Second Board the market was lower, and after the call a further concession was made, Erie selling at 75 1/2 @ 77, and North-Western Preferred at 74. Michigan Southern sold at 91 1/2. At the close the market was steady at quotations.

The production of bullion in this country in 1867 is estimated as follows: California, \$25,000,000 @ \$27,000,000; Nevada, \$18,000,000 @ \$20,000,000; Montana, \$12,000,000 @ \$19,000,000; Idaho, \$6,000,000 @ \$10,000,000; Oregon, 4,000,000; Colorado, \$2,500,000; Washington Territory, \$1,000,000; Arizona, \$300,000. Total, \$83,800,000. These estimates for Idaho and Montana are generally regarded as too high, and some writers consider \$75,000,000 about a fair estimate of the production of the United States last year.

PITTSBURG AND CONNERSVILLE RAILWAY.—From the annual report, just published, of the President and Directors to the stockholders of the Pittsburg and Connorsville Railroad Company, we learn that the gross earnings for the past year were: From passengers, \$174,630; freights, \$312,931; mails, \$3,650; miscellaneous, \$6,960. Total \$498,180. The expenses were: Conducting transportation, \$71,349; repairs of motive power, \$99,240; maintenance of cars, \$28,975; maintenance of road, \$107,653; general expenses, \$17,989. Total, \$325,208. Leaving net earnings, \$172,972; equaling 34 73-100 per cent, which is 1 24-100 per cent better than the previous year. A year ago the floating debt was \$59,305; now \$36,995.

Expenses have been increased to provide and improve the Company's property in Pittsburg for parties engaged in the retail trade in coal and coke. Payment of forty thousand dollars in bonds, due in 1869, on purchase of this property, has been extended until the Company shall be in condition to meet it. Sums have also been expended in filling the various trestles. At Sand Patch Tunnel, \$6,000 was used.—*Pittsburg Commercial*.

PROPOSALS.

To Bridge Contractors.

ENGINEER'S OFFICE LOUISVILLE BRIDGE CO.,
Louisville, Ky., February 17, 1868.

PROPOSALS WILL BE RECEIVED BY
the undersigned until March 10th, 1868, for the construction of a portion of the superstructure of the Ohio River Bridge at Louisville, consisting of (10) ten spans of Fink's Iron Suspension Truss of the following lengths, from centre to centre of piers: four spans of 149.6 feet, two spans of 180 feet, two spans of 200 feet, and two spans of 227 feet.

Plans and specifications can be seen at this office.

F. W. VAUGHAN,
Ass't Engineer.

ALBERT FINK,
Chief Engineer.
2-20,3

PASSENGERS

Purchasing Tickets via

Baltimore & Ohio R.R.

—TO—

BALTIMORE,
PHILADELPHIA,
NEW YORK, and
BOSTON,

HAVE THE PRIVILEGE OF GOING TO

WASHINGTON

*Fare to Washington City same as to
Baltimore.*

JNO. L. WILSON, Master of Transportation.
L. M. COLP, General Ticket Agent.
JNO. W. BROWN, General Passenger Agent. } Dec. '67.

KENTUCKY.

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

SUSPENSION

COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the longest package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets 2 3/4 inches in width, and under. *For Tickets over 2 3/4 inches in width.*

SIZE NO. OF NO. FORMS. PRICES.	SIZE NO. OF NO. FORMS. PRICES.
1 64 \$37	11 64 \$38
2 96 40	12 96 42
3 144 46	13 144 48
4 192 54	14 192 57
5 256 62	15 252 65
6 320 70	16 320 75
7 400 80	17 400 85
8 500 90	18 480 95
9 600 100	19 600 110
10 720 115	20 700 120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.

167 Walnut St., Cincinnati, O.

WRIGHTSON & CO.,

Railroad Printers

167 Walnut Street,

CINCINNATI, O

HAVING MADE RAILROAD PRINTING A

SPECIALTY,

We would respectfully call the attention of Superintendents, General Ticket and Freight Agents to the class of work we are now producing

Bulletin Boards,

STRETCHERS,

Illuminated and Plain Show Cards

CONSECUTIVELY NUMBERED

COUPON AND LOCAL TICKETS,

Bills Lading,

Way Bills,

Blank Books,

AND ALL WORK INCIDENT TO RAILROAD OFFICES,

Got out in first-class style, and at as low rates as any establishment in the country.

R. W. CARROLL & CO.

Wholesale and Retail

BOOKSELLERS AND STATIONERS,

No. 117 West Fourth Street,

CINCINNATI, O.

Keep always in stock a full assortment of

BOOKS & STATIONERY AT LOWEST PRICES.

BLANK BOOKS,

Of any desired pattern made to order promptly.

Particular attention paid to BLANK BOOKS and BLANK WORK for

RAILROADS,

BANKERS,

MERCHANTS,

INSURANCE COMPANIES,

MANUFACTURERS,

EXPRESS COMPANIES,

PUBLIC OFFICES, Etc., Etc.

BINDING OF ALL KINDS NEATLY EXECUTED.

Those desiring FIRST CLASS BOOKS can have them done satisfactory at reasonable prices.

R. W. CARROLL & CO.

117 West Fourth Street, 2 doors east of Race.

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.&D.&D.&M.

MERCER, MORE & CO.,
BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS
Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&L.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indiana
Aug. 2, 1866.]

THE
STEAM SYPHON PUMP
IS THE
Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.

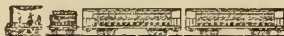
It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.
IT CANNOT GET OUT OF ORDER, OR FREEZE UP.
WITH THE
STEAM SYPHON WATER-STATION
a locomotive can raise water, with its own steam, to fill
its tender in the same times as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.
IT IS AN EFFICIENT

FIRE-ENGINE,
wherever steam power is used; as at Machine Shops
Shops, Elevators, &c.,
AND BY FAR,

THE BEST BILGE PUMP,
for Steam Vessels, in use
For Circulars and other information, address,
STEAM SYPHON COMPANY,
48 Dey Street,
NEW YORK.

VERY CHOICE
Oil Lands
IN
Kentucky & Tennessee,
FOR SALE BY
T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THROUGH
—FROM—
CINCINNATI TO NEW YORK
WITHOUT CHANGE OF
COACHES!
—VIA—
Atlantic & Great Western R'y.



PASSENGERS leaving CINCINNATI by the A. & G. W.
Railway, on Saturday Morning, by the 6:00 a.m. Lightning
Express, go

THROUGH TO NEW YORK
Without Detention arriving in New York 3:15 p.m. next
day, Sunday.

2 Through Lightning Express Trains for New York,
Boston, and all points East.

TIME TABLE OF EXPRESS TRAINS.					
Leave	Cincinnati.....	6,00am.....	7,00pm		
"	Dayton.....	8,20 ".....	9,15 "		
Arrive	West Salem.....	1,40pm.....	4,03am		
"	Leavittsburg.....	4,40 ".....	7,30 "		
"	Meadville.....	7,05 ".....	10,15 "		
"	Susquehanna.....	7,30am.....	10,38pm		
"	Paterson.....	2,33pm.....	6,17am		
"	New York.....	3,15 ".....	7 00 "		
"	Boston.....	6,00am.....	5,00pm		

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE
TO THE
OIL REGIONS OF PENNSYLVANIA
Passengers to the Eastern Cities will find the
Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequalled by any Railway on this continent.

SLEEPING COACHES
Provided for all Night Trains, and Smoking Cars for all
Trains.
Ample time is allowed, at all hours,
for meals.

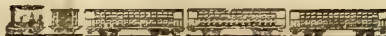
No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!
FOR THROUGH TICKETS AND BAGGAGE
CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

W. B. SHATTUC, Gen'l Ticket Agt. L. D. RUCKER, Supt.

CENTRAL RAILROAD
—OF—
NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15, foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.
State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)
7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night
9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.
12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.
8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)
9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.
3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.
9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.
7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:49 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 8:20 p. m.
2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

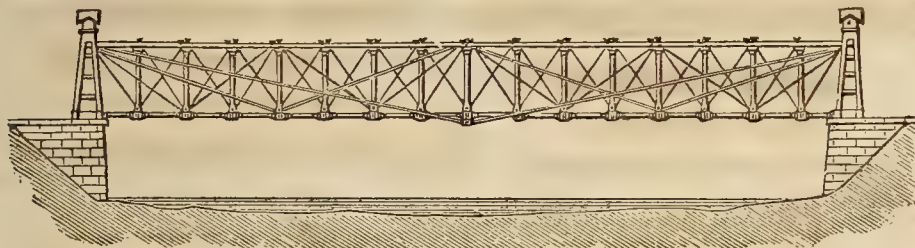
Monday June 24.

INDIANAPOLIS & CINCINNATI
RAILROAD.

Three Through Trains Daily.
Leave. Arrive.
St. Louis & Chicago Ex..... 7 00 A. M. 9 10 A. M.
Springfield & St. Joseph Ex..... 12 00 P. M. 4 30 P. M.
St. Louis & Chicago Ex..... 4 55 P. M. 12 15 A. M.
Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.
Leave. Arrive.
Lawrenceburg & Brookville Ac-
commodation..... 5 15 P. M. 5 05 A. M.
Harrison Accommodation..... 10 10 A. M. 2 25 P. M.
Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.
F. B. LORD, Gen'l Ticket Agent.



(Plan of Bridge.)

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At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

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	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

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Arrive SEYMOUR,	12 00 m.	2 00 a.m.	8 10 "
Leave " "	12 20 p.m.	2 10 "	
Arrive VINCENNES,	5 15 "	6 35 "	
Leave " "	5 20 "	6 40 "	
Arrive ODIN,	9 35 "	10 30 "	
Leave " "	9 45 "	10 40 "	6 30 a.m.
" SANDOVAL,	9 55 "	10 50 "	6 40 "
Arrive ST. LOUIS,	1 00 a.m.	1 30 p.m.	9 40 "
Trains Arr. at Cincinnati,	6 10 a.m.	11 30 p.m.	12 00 m.

For tickets, or information apply at Offices, 132 Vine Street; Corner Front and Broadway; and at Depot, Foot of Mill Street.

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SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton trains leave Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M.—Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

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Fare the same and time shorter than by any other route.

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Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
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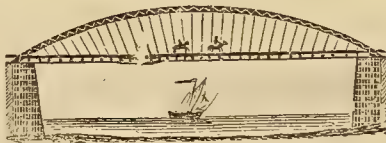
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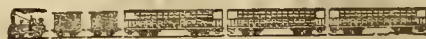
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On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M. and 11.00 P. M. Leave at 8.25 P. M. for Philadelphia.

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